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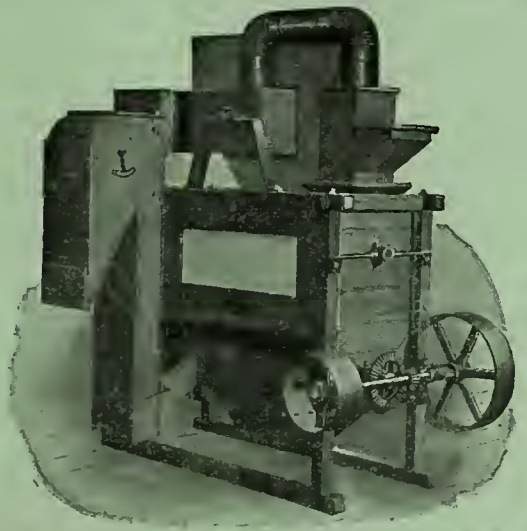
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY MITCHELL BROS. COMPANY (INCORPORATED). VOL. XXII. CHICAGO, ILLINOIS, DECEMBER 15, 1903. No. 6. ONE DOLLAR PER ANNUM, SINGLE COPY, TEN CENTS.

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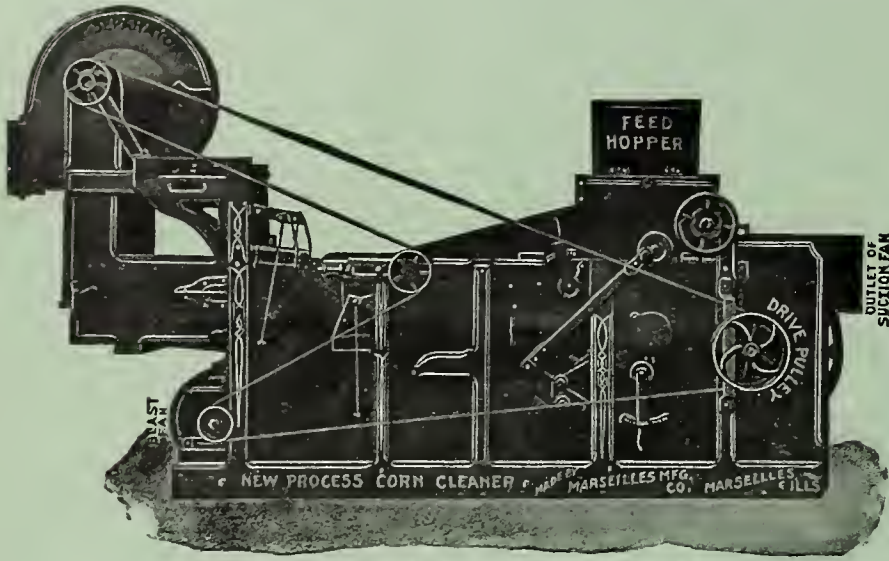
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Mid-Holiday Announcement

THE old established firm of Philip Smith, of Sidney, Ohio, during December is undergoing a change in membership, and after January 1, 1904, will be incorporated as the Philip Smith Co., with officers composed of Philip Smith, President; C. A. Davis, Vice-President; B. D. Heck, Secretary and Treasurer; Charles Widmer, Superintendent.

Mr. Smith, as will be seen, retains an interest in the firm and no other changes will be made in the affairs of the company besides the admission of the new members who have been for some time closely identified with the business.

We wish to state that all the old specialties with which the grain trade is familiar will be manufactured and sold as usual, and new specialties and machines placed on the market as from time to time the requirements of the trade demand them. It will be the purpose of the company to pay special attention to the needs of the grain trade.

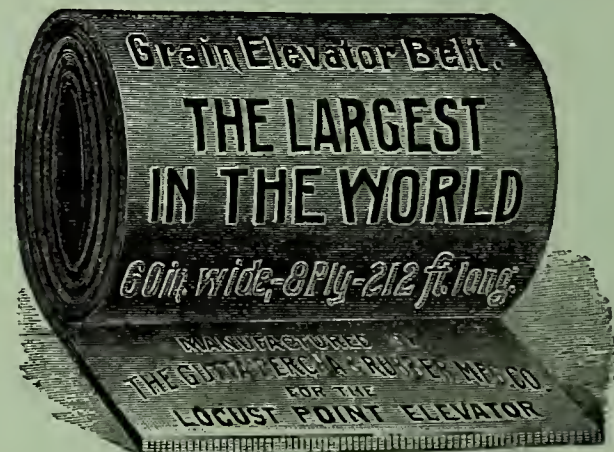
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Very truly,

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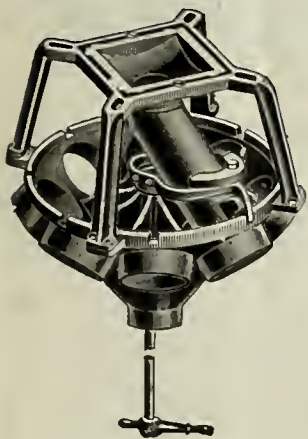
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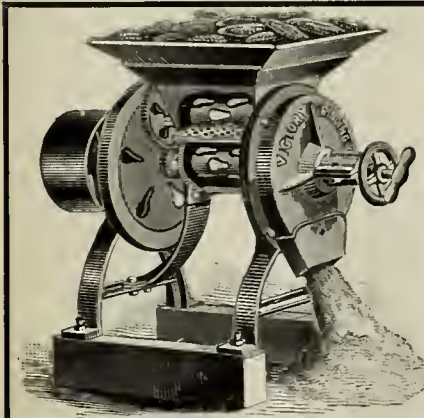
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You Need Have No Hot Oats—
Our System Will Cool Them.

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**Removing Mold, Must, Smut, Fungus and Weather
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An elevator proprietor who never saw a purifier until he installed ours during the past season, informs us that he took four cars of mixed oats all of the same quality, and after purifying two cars shipped to Chicago, where the two cars not purified inspected "No. 4, badly damaged, musty," and the two cars purified inspected "No. 2 oats." Then of three cars of poor white oats of like quality, he purified one car and two he did not purify, and shipped to Chicago, where the two cars not purified inspected "No grade white oats, burnt," and the car purified inspected "Three white oats." Last month he took seven cars of No. 4 white oats and purified them and sent to Chicago, where they were officially inspected two cars as "No. 3 white oats" and five cars as "Standard."

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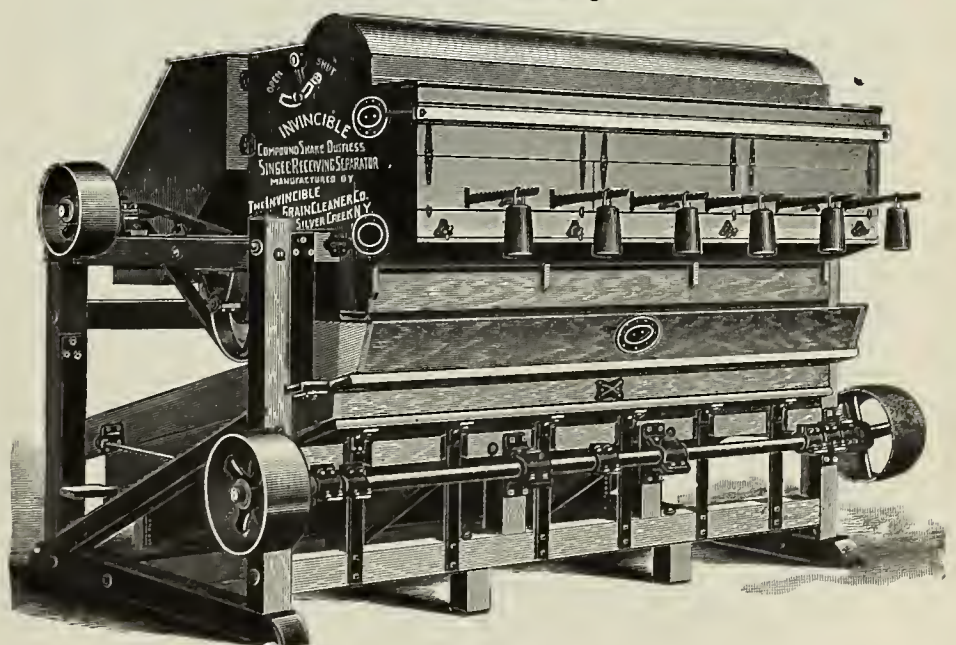
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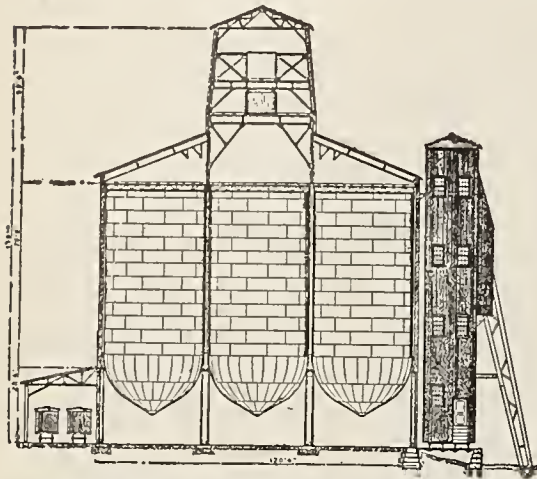
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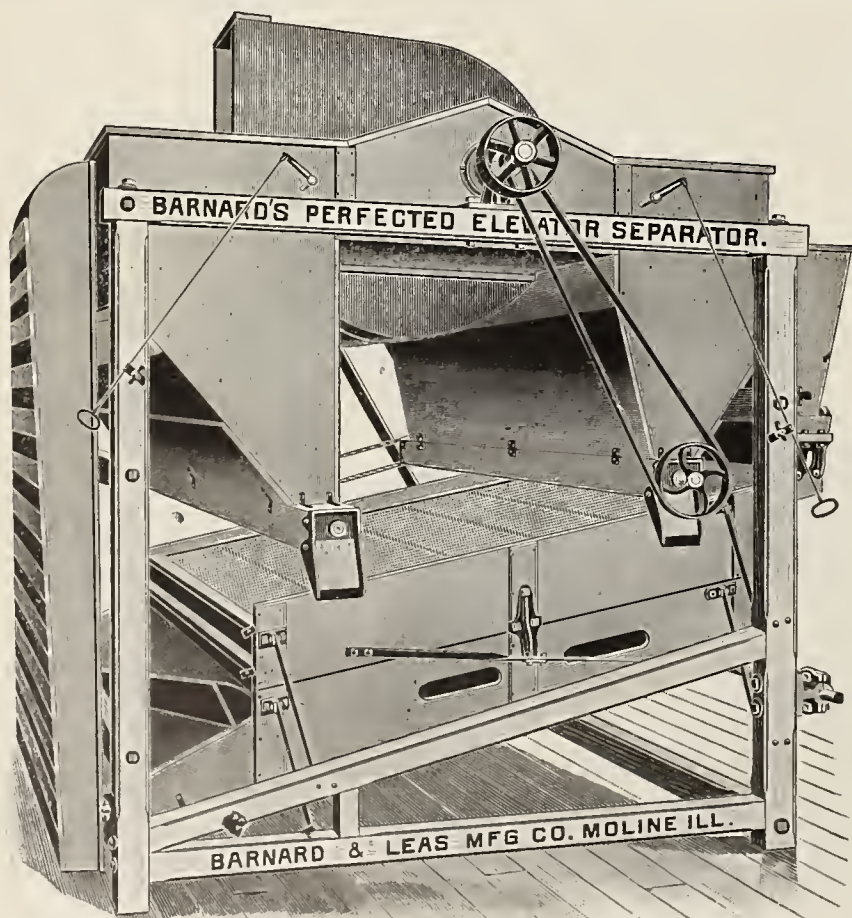
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Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs, Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

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CUSTOM WORK!

UTILIZE YOUR POWER
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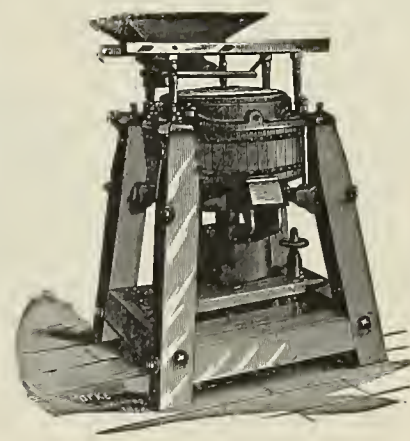
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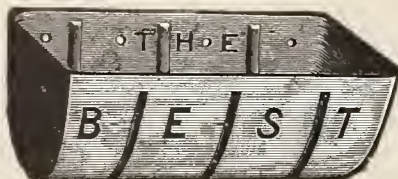
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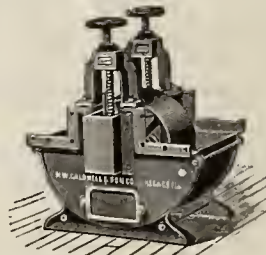
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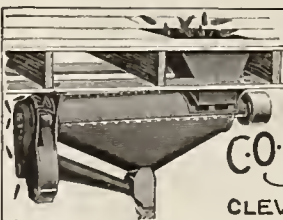


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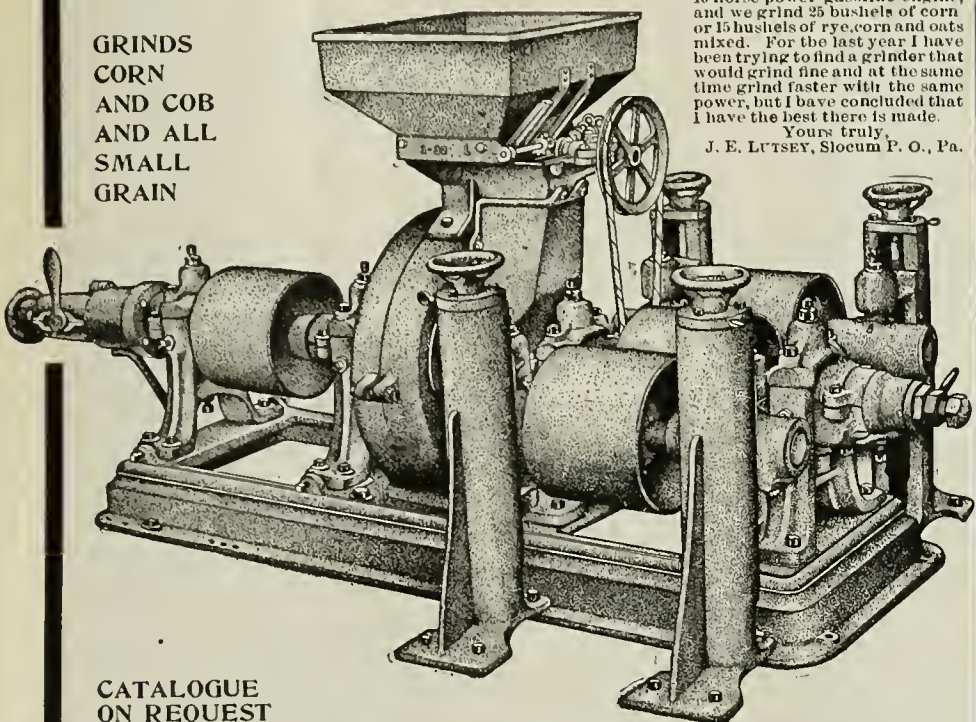
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Are the only ones that have all the points of superiority. These are the mills with Phosphor Bronze Interchangeable Bearings, Cable Chain Oilers, Double Movable Base, Interchangeable or Seal Rings, Quick Release, Safety Spring, Relief Springs, Special Adjustable Three-Pulley Drive, Ball Bearings, Hammered Steel Shafting, Etc. All these features have been incorporated in the Monarch Attrition Mill in order to make it the best feed grinder.

GRINDS
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AND COB
AND ALL
SMALL
GRAIN



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Gentlemen: We are still running the mill bought of you, and we have not spent one cent for repairs to this date. The mill was first run about July 15, 1897, with 16 horse power gasoline engine, and we grind 25 bushels of corn or 15 bushels of rye, corn and oats mixed. For the last year I have been trying to find a grinder that would grind fine and at the same time grind faster with the same power, but I have concluded that I have the best there is made.

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Elevating, Conveying AND Power Transmitting Machinery

SPECIALTIES for GRAIN ELEVATORS and MILLS

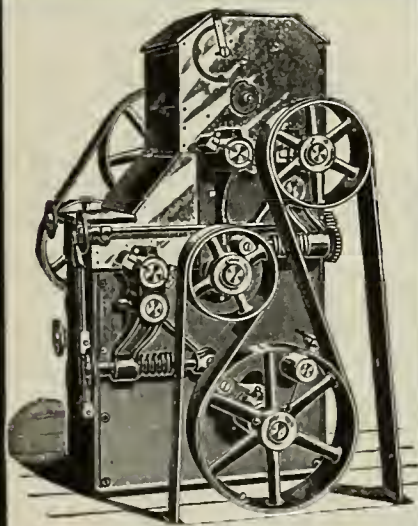
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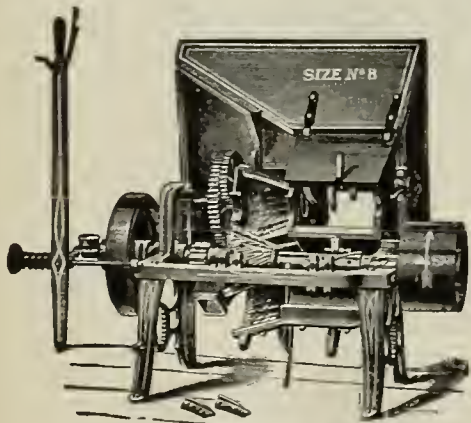
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Bowsher's All-Around Feed Mill



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THE N. P. BOWSHER CO., South Bend, Ind.

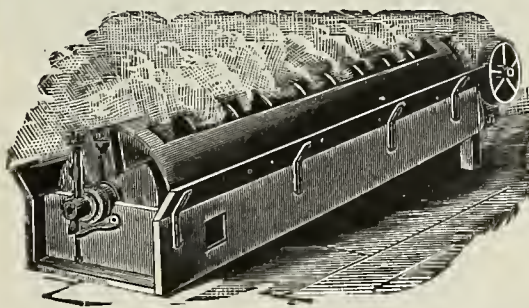
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It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS. DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

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It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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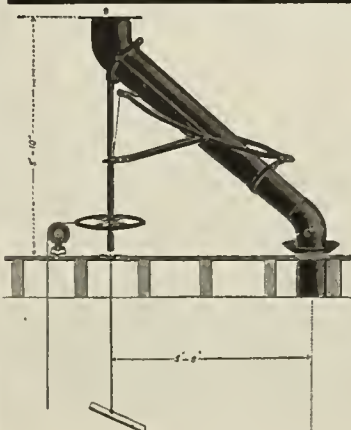
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Automatic in operation, requiring no attention. Double
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THE CUTLER CO., North Wilbraham, Mass.



The FLOUR CITY IMPROVED DISTRIBUTING SPOUT

COMBINES

Strength with Simplicity,
Ease of Operation with Certainty of
Adjustment

Making the Flour City the best distributing spout on
the market to-day. Write to-day to

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231 Fifth Ave., So., MINNEAPOLIS, MINN.



THE "EUREKA"



GRAIN DRYING AND CONDITIONING SYSTEM

WILL COMPLETELY DRY AND PUT
DAMP GRAIN IN FIRST-CLASS
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IN OPERATION,
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SMALL SPACE.





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ALL KINDS ALL PRICES.

BURR
GRINDERS



IRON
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FOR
COB FEED
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RICHMOND CITY MILL WORKS

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SULLIVAN MACHINERY CO.

MANUFACTURERS OF
Sullivan Corn Crushers
For CRACKING, CRUSHING and
SHELLING CORN



THE No. 12 Crusher, shown herewith, is a complete and portable machine, with hopper, tight and loose pulleys and attachment for shelling :: Capacity, cracking to size half that of kernel, 125 to 200 bushels per hour.

We build five other styles, adapted to any conditions of service.

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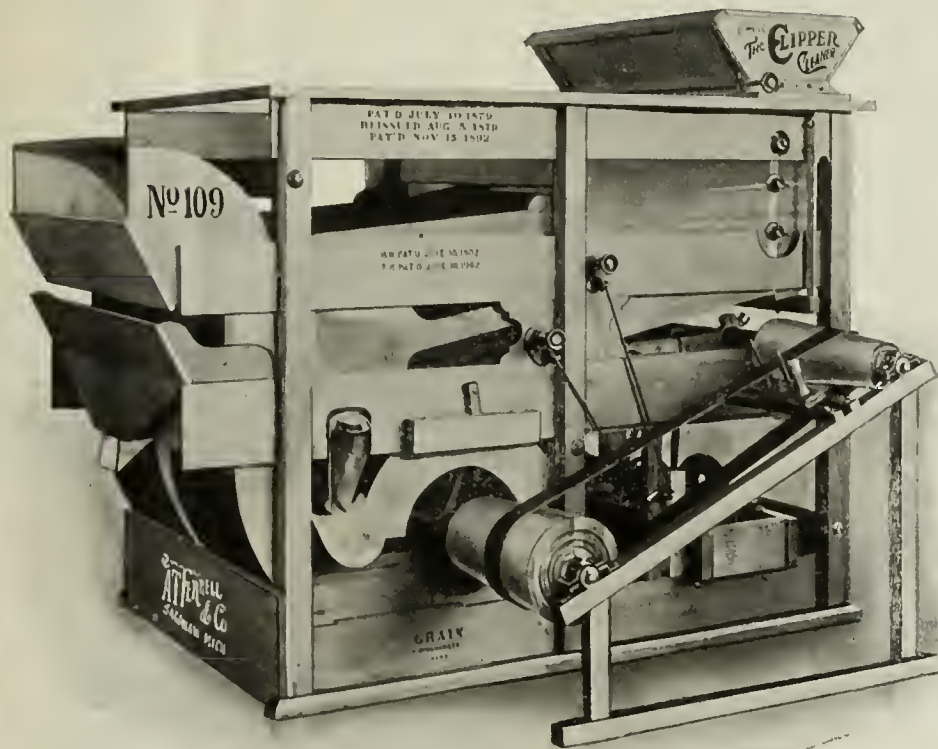
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ENGINES IN ELEVATORS, FLOUR AND FEED MILLS, ETC.

No. 109 Clipper Seed Cleaner



The "CINCINNATI SPECIAL" Cleaner

shown in cut, was designed especially for handling large quantities of very dirty timothy, red top and other light seeds. The first seven machines made in this style are operated in Cincinnati, from which fact the machine derives its name.

The No. 109 requires from two to three horse power when run to full capacity of 65 to 100 bushels of seed per hour, or 300 to 400 bushels of grain per hour. It has a screen surface 42x60 inches and a shoe that carries three full length screens and one half-length scalper screen, composing a set of coarse and fine scalpings and two grade screens.

This machine is adapted to cleaning all kinds of seeds and is being successfully used by some of the largest dealers in the country. Like all "Clippers" it is a combination machine, and gives equally good results on both seeds and grain when equipped with the proper screens. The No. 109 has Traveling Brushes and Special Air Controller, two features of "Clipper" superiority well known all over the United States and Canada wherever seeds are handled.

Write for new catalog and full particulars.

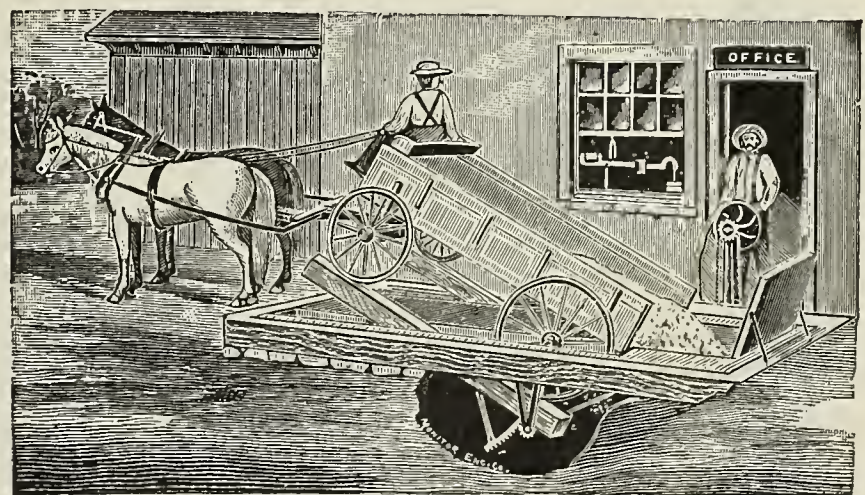
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Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

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Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1899.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

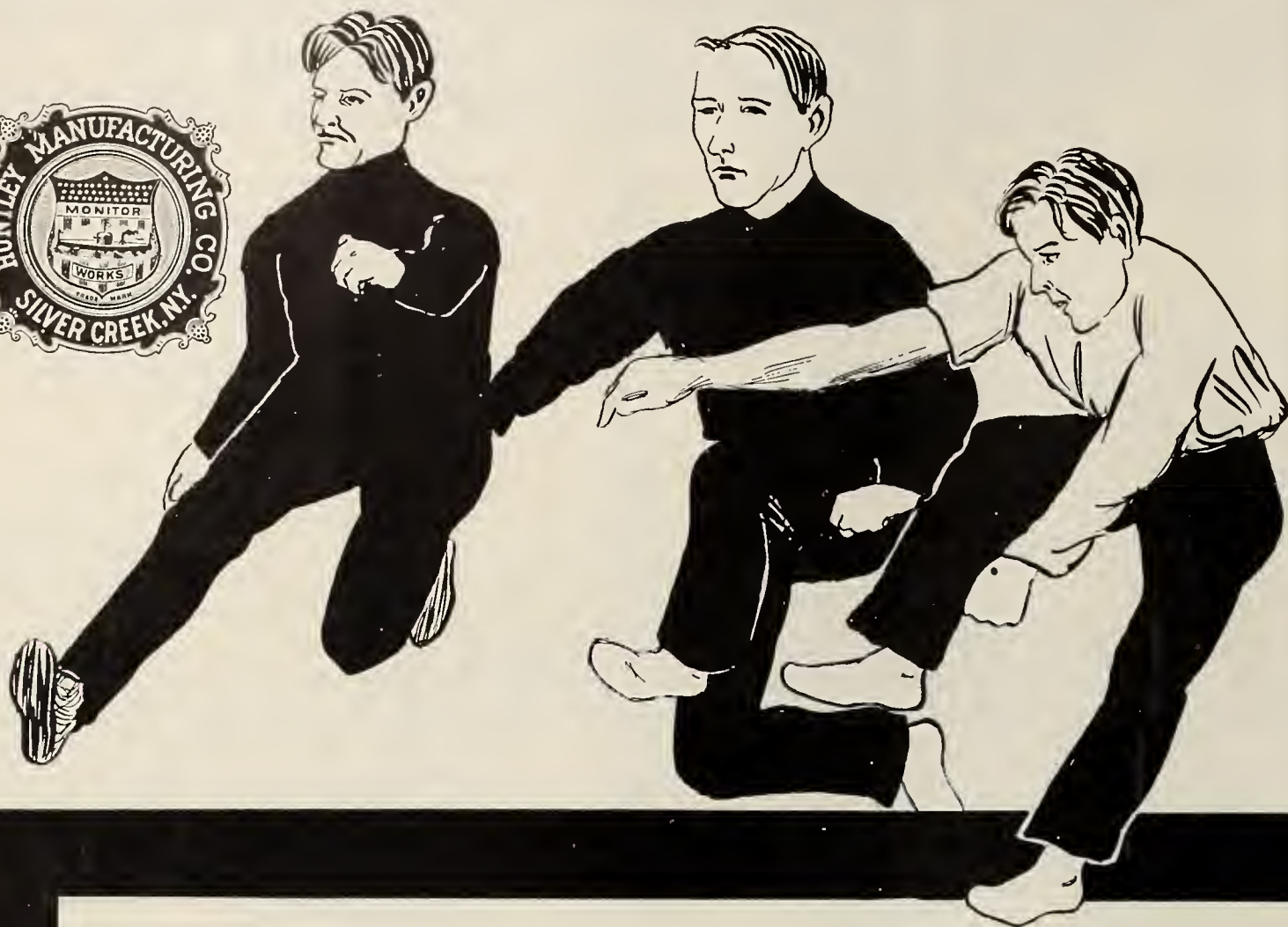
GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

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THE SAVAGE & LOVE CO., Rockford, Ill.

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The Winner

Of the Most Profitable Business in the Elevating and Grain Trade

is the one who invariably produces the cleanest grain and, therefore, the highest quality output. This fact is so well known that it is folly to take any chances in securing this vital end when there is one certain, positive and dependable way to secure the maximum of cleanliness in your grain—by using MONITOR GRAIN CLEANING MACHINERY.

We are ready to demonstrate to you that MONITOR GRAIN CLEANING MACHINERY is actually producing the most satisfactory results for most of the successful grain handling concerns of the country. Others, of course, make strong claims for their machines, but MONITOR MACHINERY gives the STRONGEST PROOF OF SUPERIORITY IN ACTUAL OPERATION. We would be pleased to refer you to some elevators and warehouses in your territory, which are accessible, where you can see MONITOR MACHINERY at work, or we will be glad to demonstrate its efficiency on your floors. Whatever machines you try, don't place an order until you are fully familiar with the Monitor line, which includes Monitor Warehouse and Elevator Separators, Smutters and Flax Cleaners, Oat Clippers, Seed Cleaners and kindred Elevator Machinery. We also build all types of Separators—compound shaking if so desired—and are equipped with the latest machinery for building large Separators and Oat Clippers of all steel construction of the latest type. Estimates on any class of machines cheerfully furnished.

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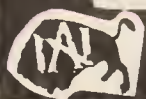
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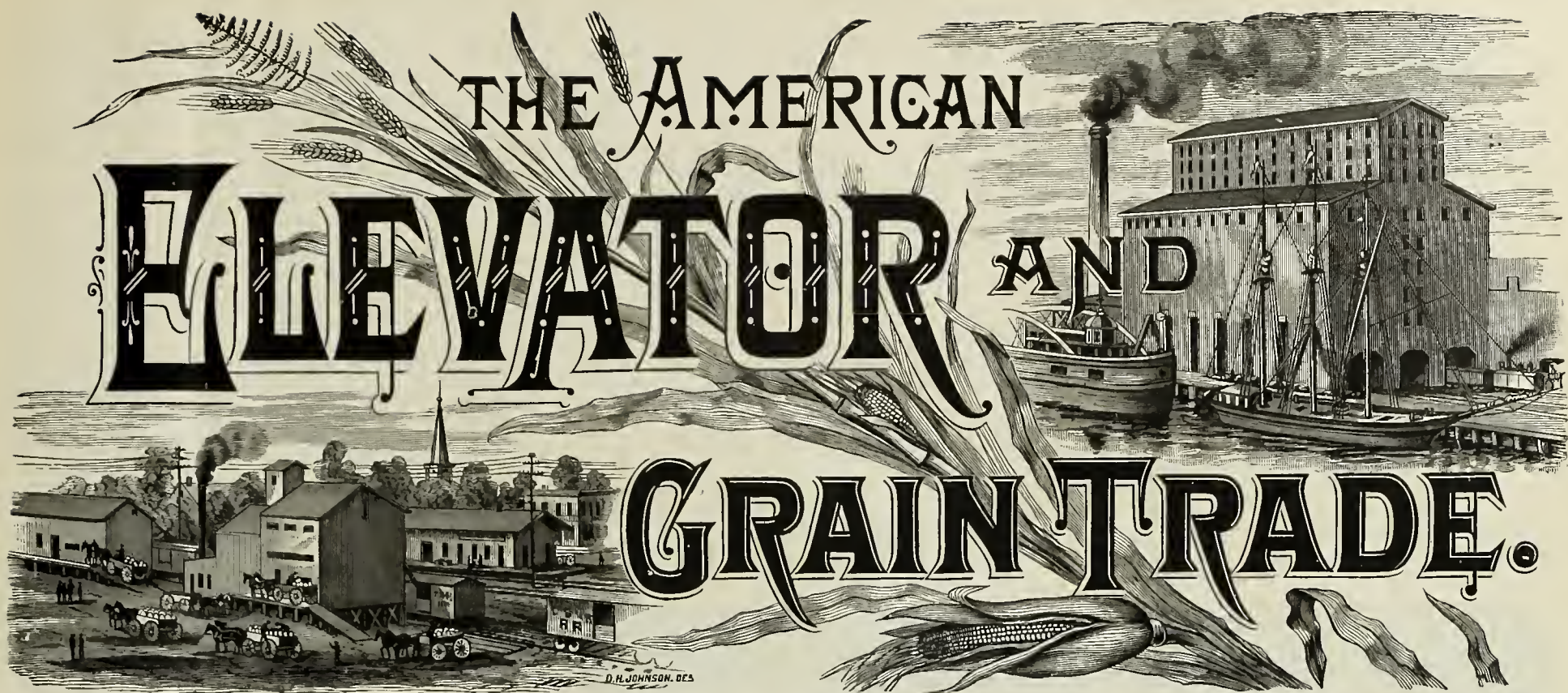
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

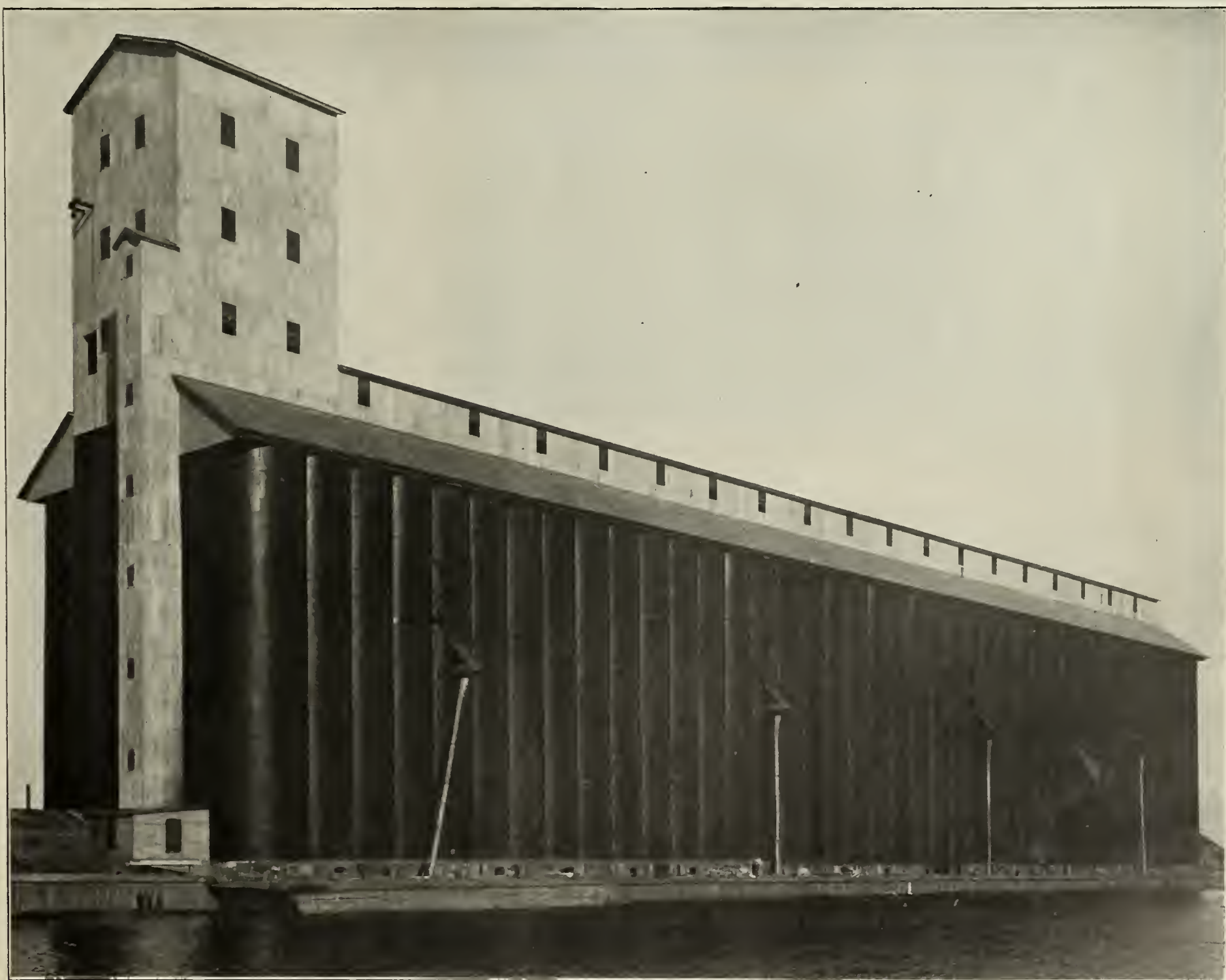
PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXII.

CHICAGO, ILLINOIS, DECEMBER 15, 1903.

No. 6.

{ ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.



THE CANADIAN PACIFIC RAILWAY COMPANY'S NEW STEEL ELEVATOR "E", FORT WILLIAM, ONTARIO.
Macdonald Engineering Company, Chicago, Engineers and Contractors.

C. P. RAILWAY ELEVATOR AT FT. WILLIAM, ONT.

Many of our readers will doubtless reach for their geography when it is stated that the village of Fort William, Ont., contains a modern grain elevator of the pretensions indicated by the picture shown on the previous page. North of the boundary running between Canada and the United States, the map of Lake Superior shows but two towns on the whole stretch of northern shore. These are located on the western extremity of Thunder Bay and may be really considered one community with two names, into which the Canadian Pacific Railway and its junior rival, the Canadian Northern Railway, dump all the cereal products of the great Canadian Northwest. The prediction has been made that in the next few years there will be more wheat piled up during the winter months in this community than at any other point on the North American continent. The present storage capacity of the two towns, Fort

of one of the latest elevator additions to the port as planned and erected by the Macdonald Engineering Co. of Chicago.

This building is erected entirely of steel above the foundation, the bins being arranged on Macdonald's patent system of steel bin construction. The house is divided into one hundred and ten separate bins, having a combined capacity of two million bushels. All grain is received from cars in Elevator "B," one of the old wooden buildings, and transferred to the new storage shown herewith, and known as Elevator "E," by means of a belt conveyor running underground between the two buildings. This conveyor is forty inches wide and six hundred feet in length and traverses the entire length of Elevator "B" and is arranged so that two-thirds of the bins in Elevator "B" are reached by direct spouting and the contents delivered to the legs in Elevator "E."

The general arrangement and equipment of machinery in Elevator "E" consists of two legs of fif-

ty by the Robb Engineering Company of Amherst, N. S. Four belt conveyors in the basement under the bins, running the entire length of the building, are used to empty the grain from the bins to the elevator legs at the rate of fifteen thousand bushels per hour each.

The electric lighting of the entire building and tunnels is taken from the power current by means of transformers, reducing the current from 440 to 110 volts and distributing it in steel conduits to all parts of the building and docks.

There are two exterior stairways, one on the west end containing a passenger elevator, and one on the east end containing a spiral stairway giving access to the cupola and upper machinery.

The bins are all made of steel tank-plates, cylindrical in shape, twenty-one feet in diameter and eighty-five feet deep. The plates of the cylinders are all interlocked at points of contact, and the triangular interspaces between are incorporated into the main cylinders of the storage, so that there is no space lost in the building. The floors are all of armored concrete. The superstructure above the bin story is all steel, the outside walls and roofs being covered with heavy galvanized corrugated iron. The hopper bottoms and basement story are all of concrete, and no combustible material of any kind is left in the building excepting the window sash.

Work was begun on the foundation of this great plant in June, 1902, and was prosecuted continuously until completion in September, 1903. A unique feature of the construction was that the total shipment of steel, about four thousand tons, was bought in Scotland and shipped direct to the job, where it was fabricated by the contractors in a temporary shop, built after their own plans, and erected as manufactured. The transmission machinery was furnished by the Webster Manufacturing Company of Chicago, and the scales by Fairbanks & Co., Montreal.

PER DIEM BASIS FOR CAR HIRE.

The operation, since July 1 last, of the per diem basis for the hire of foreign cars on certain trunk lines has been, as a matter of detail, of much more moment to the railroads in interest than to shippers; nevertheless, the outcome of the change from a mileage basis has been looked for with interest by shippers who had reason to believe that the change would do something to relieve the pressure for cars during the busy seasons. This belief has been justified, as appears from a paper read before the Iowa Railway Club by F. A. Delano, of the Burlington System, reproduced in part by the "Railway and Engineering Review." In concluding his paper Mr. Delano said:

"Already, however, the rule has had very important results in compelling lines whose equipment was manifestly inadequate, to increase their equipment and compel lines who suffer not infrequently from serious congestion of traffic to increase their facilities so that this congestion would not occur. Beyond question, per diem has stimulated representatives of railroads to the importance of moving cars promptly, and the justice of the position appeals to all men. In the past the railroads have not infrequently been the worst offenders in the matter of detaining each other's cars. Not that I claim this was done intentionally, but that it was done because there was nothing to call attention to the importance of prompt movement. Now, however, railroads are treating themselves on what may be termed a 'car service basis,' and are in a better position to justify the charge for detention of cars by shippers and receivers of freight.

"The strongest argument of the opposition to the per diem system was that the per diem rate would greatly increase empty mileage. In this they have certainly been mistaken, for this has not been noticed. The real difficulties in the operations of the rules, while not unimportant, require, as it seems to me, only a better understanding of these difficulties and the principles underlying the question to find a ready solution."



VIEW IN THE BELT GALLERY, C. P. RY. ELEVATOR, AT FORT WILLIAM.

William and Port Arthur, is about thirteen million bushels.

The railroad companies have had a habit of issuing a circular to shippers about February of each year, stating that no more grain can be received for storage in their terminals until the opening of navigation. Last April sixteen of the biggest steamers on the Great Lakes in single file pulled through ten miles of ice in one day to reach this valuable grain port. This was only the head of the procession; the tail end is equally strenuous when heroic efforts are made in the last days of November to make sure that the elevators go into the closed season quite empty.

The two railroads from the Great West at Fort William and Port Arthur reach deep water on Lake Superior; and while the distance to salt water is not much greater than between Chicago and New York, there are many lumpy and crooked parts of the route between Fort William and Quebec to be straightened out before the grain can be profitably hauled past the Great Lakes. The activity in elevator construction during the past two years at this point is evidence of its importance; and while the urgency for more room has been imperative, the railroad companies have had in mind the necessity of providing for the future as well as for the present; and to that end nothing but absolutely fireproof storage in steel, tile and concrete has been erected. We are pleased to present herewith a cut

teen thousand bushels' capacity each, which receive the grain as it comes from Elevator "B" and elevates it to two scales and garners in the cupola. The scales and garners have a capacity of twelve thousand bushels each and discharge to two belt conveyors shown in the picture herewith, running the entire length of the building, each one of which reaches all the bins in the elevator so that they may be filled by either conveyor. The tested capacity of these conveyors is each twenty-five thousand bushels per hour. Four of the bins on the dock side of the elevator are reserved for shippers and are fitted with large telescoping shipping spouts, having a delivering capacity of forty thousand bushels per hour each.

While Elevator "E" is primarily designed as a marine shipping elevator and annex storage to Elevator "B," arrangements have been provided that grain may be received from and delivered to cars if the circumstances should demand.

The machinery is driven by an independent power plant generating its own electricity. The electrical equipment, furnished by the Westinghouse Electric and Manufacturing Company of Pittsburgh, consists of one 250-K.W. generator and seven motors of the induction type, ranging from 5 to 100 horsepower each, all of which are connected to the machinery by rope drives and friction clutches. The power plant consists of a four-hundred-horsepower automatic engine and a battery of two boilers furnished

NEW ENGLAND ORGANIZED.

After preliminary work covering at least a year's time, the grain dealers of New England, on the initiative mainly of Geo. F. Reed of Boston, have organized the New England Grain Dealers' Association. The meeting which resulted in this fortunate consummation was held at Youug's Hotel, Boston, on Wednesday evening, Dec. 3, and was attended by about 50 dealers from the six New England states. E. P. Knight and H. J. Wood of Boston were made temporary chairman and secretary respectively.

The subject of organization and its desirability and importance was presented by Geo. F. Reed of Boston, who sketched the history of the grain trade in New England and the United States and its co-incident evolution with transportation, and the history of trade organizations. He dwelt particularly on the more recent expansion of the idea in the western grain states and its relation to the Grain Dealers' National Association. He was followed by Mr. Jay Chapin, R. J. Hardy and others, speaking on the same topic, and also by Carl S. Scofield, grain expert of the Department of Agriculture, Washington, D. C.; Edward Kemble, formerly president of the Chamber of Commerce, and Elwyn G. Preston, secretary of the Chamber of Commerce.

After a thorough discussion of the question of organization, it was decided to form an association, the name of which will be the New England Grain Dealers' Association, of which the following officers were then elected:

President, H. C. Hawley, Fitchburg.

Vice-president, R. G. Davis, New Haven, Ct.

Secretary, Jay Chapin, Boston.

Treasurer, H. J. Wood, Boston.

Board of directors, E. P. Knight, R. J. Hardy, D. W. Ranlet of Boston, Frank Cressey of Concord, N. H., W. F. Burditt of Rutland, Vt., H. C. Yeaton of Portsmouth, N. H.

A constitution and by-laws were adopted. The objects of the Association are: To promote fraternal relations; to establish just and equitable principles of trade between its members; and to seek fair relations between shippers and carriers; and protection against unjust and unreasonable legislation.

The New England Grain Dealers' Association will affiliate with the Grain Dealers' National Association. There is already a large number of applications for membership. Any dealer in grain, flour, feed or hay in car lots, having residence and place of business in New England, and who is in good commercial standing, is eligible for membership.

SOME CANADIAN WORK.

The new C. N. Ry. Elevator at Port Arthur has been doing some fine work handling grain of late; but that is no reason, the Fort William Journal thinks, why it should get so very "chesty." Two hours and thirty minutes is a fair time for 109,000 bushels to run "into the Turret Cape," says the Journal; "but old Elevator A, the oldest on the river, ran 100,000 into the Spokane in one hour and twenty minutes. She came in at five and was cleared by seven on her return journey.

"The C. N. R. Elevator is said to hold a record for unloading cars, because it took in 112 in twelve hours. Since the big cars came into use—for the records with small cars cannot be counted—Elevator A, in twelve and a half hours, unloaded 155 cars, and on the same day Elevator B unloaded 142 cars, including some carloads of oats, which take longer handling, and during the same day there were 278,000 bushels weighed up at Elevator B, in addition to all this unloading. This, however, hardly touches the time made at Elevator A one Sunday, when, between 8 in the morning and noon she unloaded 104 cars, in four hours.

"In the days of the little 40,000-lb. cars, at A it took just seven minutes to unload a car, and they have done 210 cars in ten hours.

"The time at the elevators here is reckoned somewhat differently than it is at the C. N. Ry. house. Twenty-eight hours is too big a number of hours to count in one day, so that a record of

369,000 bushels for a day's work, in a day of twenty-eight hours, is ruled out.

"Elevator D, with two scales, shipped out 250,000 bushels, and the C. N. Ry. house is thought to be a marvel because her ten spouts made 268,000; and, judging by the accuracy of other figures given, there is very good reason for disbelieving that statement."

GURDON W. WATTLES.

The president of the new Omaha Grain Exchange, which will begin business on January 2, 1904, is primarily a representative of the banking interests rather than the grain interests; but the two are so closely allied, and Mr. Gurdon W. Wattles is so closely identified with all of Omaha's public business interests, that his elevation to the office named is singularly felicitous.

Mr. Wattles is a native of New York, having been born at Richford on May 12, 1855. At the age of ten years the family removed to Carroll County, Iowa, where the boy was educated, completing by a course in the Iowa State College. Later he taught school and held office of County Superintendent of



GURDON W. WATTLES.
President Omaha Grain Exchange.

Schools in Carroll County, Iowa. Entering the banking business in 1880, he was cashier of the Farmers' Bank of Carroll, Iowa; then president of the First National Bank of Carroll, Iowa, and western manager of the Rochester Loan and Banking Company.

On removing to Omaha in 1892, he was elected vice-president of the Union National Bank of Omaha, and afterward president, which position he now occupies. He was president of the Trans-Mississippi and International Exposition at Omaha in 1898, which, under his management, was the greatest financial success of any exposition ever held. He is now president of the Nebraska State Commission to the Louisiana Purchase Exposition.

THE RATE FIGHT IN KANSAS.

The Board of Trade of Wichita, Kans., has recently undertaken to form an organization called the Farmers' and Merchants' Freight Association of Kansas, the object of which is to get the railroad freight rate question in that state regularly into politics. It is given out that the purpose of the Association is to organize branches in the townships of the state, the members of which will take up the question of pledging candidates for the state Legislature and Congress to support such railroad legislation as the organization shall propose. The members of the organization will be pledged to vote for no man for the state Legislature in either house or for Congress unless the organization has his pledge that he will vote for the railroad law proposed by the association.

MINNESOTA INSPECTION.

The annual report of Chief Grain Inspector F. W. Eva of Minnesota was published on November 30. It covers the work of the year ended August 31, 1903. It shows the following facts:

The grain inspected "on arrival" at the five terminal points, Minneapolis, St. Paul, Duluth, St. Cloud and New Prague, was as follows:

Wheat (spring and winter), cars.....	138,835
Corn	3,186
Oats	16,647
Rye	3,028
Barley	17,122
Flax seed	34,398

Total cars

There were inspected "out of store" for the same period, 37,777 cars of spring and winter wheat, and 31,514,017 bushels into vessels; coarse grains, including corn, oats, rye and barley, 14,229 cars and 9,236,171 bushels into vessels; flaxseed, 6,822 cars, and 17,452,619 bushels into cars; there was an increase of 18,151 cars of all grains inspected "out of storage."

Of the 135,835 cars of wheat received during the crop year 245 cars contained western wheat and red wheat; 9,436 cars contained winter wheat, and 129,154 cars contained northern spring wheat.

There was an increase in the total receipts of the department which amounted to \$265,536, as compared with \$257,617 the year preceding; disbursements, \$236,355. The total surplus on hand amounted to \$80,268.

Of the 272,044 carloads of grain inspected into and out of store 31,265 were held for reinspection, resulting as follows: In 17,100 cases the original inspection and dockage was confirmed; in 10,955 cases grades were raised, in 1,553 cases grades were lowered; in 2,548 cases the dockage was changed; in 9,813 cases appeals to the boards of appeal were made, and in 7,348 of these the decisions of the chief deputies were confirmed, and in 2,465 the decisions were changed.

Of the 129,154 cars of spring wheat inspected on arrival at the five terminal points 42,692 cars were docked one-half pound per bushel; 49,866 cars were docked one pound per bushel; 15,713 cars were docked one and one-half pounds per bushel; 9,692 cars were docked two pounds; 3,373 cars were docked two and one-half bushels; 3,075 cars were docked three pounds; 4,013 cars were docked over three and an average of four pounds per bushel, while only 710 cars were passed free of dockage. Notwithstanding the increase of dockage in certain grades, the average dockage per bushel for the 129,154 cars of spring wheat decreased. The average was 18.3 ounces per bushel, as compared with 19.8 ounces the preceding year.

AT DULUTH.

At Duluth 75,740 cars were inspected into store, of which 42,975 were wheat, 22,410 flax and the remainder coarse grains. The shipments out were 6,891 cars, 2,351 cars of wheat and 2,984 cars of flax, the remainder coarse grains. As most of the shipments from Duluth, however, are in vessels, and accounted for in bushels, the number of cars shipped out represents but a very small portion of the shipments from that point.

The total amount of grain received into store during the year was 75,374,845 bushels, and the total shipments 65,987,960 bushels, 59,620,301 in vessels and 6,367,658 in cars.

The receipts of wheat were 41,474,836 bushels, and there were inspected out of store 35,300,284 bushels. There were 22,269,719 bushels of flax inspected into store and 20,399,733 bushels inspected out of store.

The committee appointed by the recent convention of rice growers at New Orleans to select standard types and grades of rice has completed its work and agreed upon sixteen grades to be known hereafter as standard grades. These standard types will be sent to all the Louisiana and Texas mills. The mill men believe that they have by this action solved the problem of getting proper value for the rice sold by them.

THE AMERICAN FARM COMPANY AND ITS SUCCESSOR.

Recently the American Farm Company brought suit against the "American Elevator and Grain Trade," alleging libel, and laying damages at ONE HUNDRED THOUSAND DOLLARS. We had all but forgotten about the American Farm Company, of which it appears something had been said in these columns, until this suit again brought the company to our attention. And being thus summarily called to account for our language, we proceeded at once to a new investigation of the company, its methods and its history, and we found that its fraudulent and dishonest methods had brought it to an early death. The article which the American Farm Company makes the basis of its suit appeared in the "American Elevator and Grain Trade" of August 15th, 1902, and it is noteworthy that all of the warnings and prophecies contained in that article have been amply justified by the history of the American Farm Company and its dealings.

The American Farm Company was incorporated in New Jersey in November, 1900, with a capital stock of \$1,000,000. The statement of the powers of the corporation was very extraordinary. The corporation, according to its articles, could do anything from farming to buying and selling railroads; and the board of directors was to be in supreme control of the corporate affairs.

The method pursued by the organizers was to begin operations in some agricultural community by arousing the enthusiasm of the farmers with the idea that the American Farm Company was a completely equipped, smoothly operating and gigantic "Farmers' Trust." They then induced people to subscribe for stock for the purpose of establishing a branch in that locality of this great "Trust."

For example, at Linesville, Pennsylvania, a town of about 800 people, a public meeting was held in January, 1902, when the audience was told that the American Farm Company owned a line of railway freight cars and also owned and operated a line of ocean going steamers, running between New York and Liverpool; that the company loaded these steamers with fruit, grain and other produce brought from the warehouses and elevators of the company; and that these elevators and warehouses formed a system extending, it was stated, through the states of Iowa, Missouri, Kansas, Nebraska and the Northwest.

And in private interviews with prospective stock subscribers, it was said that this wonderful company would sell to its stockholders wagons, buggies, fertilizers, binders, mowers and other farm implements, at greatly reduced prices, such reductions being from 25 to 50 per cent. A great many more representations as to the wealth and the marvelous system of this company were made.

As a result of this canvas for stock subscriptions, the sum of \$5,800 was subscribed and paid in by the people in and about Linesville. From \$1,200 to \$1,500 of this amount was spent in building an insignificant elevator at Linesville, and the balance of the money was taken to Buffalo, New York, where the officers of the company made their headquarters. The elevator at Linesville was established in 1902, and in the early part of 1903 it ceased operations. It is referred to as "The Bubble" by the people of Linesville. The local stockholders have taken proceedings to secure the title to the elevator.

In the same year of 1902, the American Farm Company made an effort to operate in the state of Ohio, at Carroll, Ohio. Owing to the determined efforts of the Attorney General of Ohio, the company was driven from the state. In a letter to the Marion Milling Company of Marion, Ohio, dated July 31st, 1902, the Attorney General had the following to say:

I am in receipt of your communication, in which you make inquiry as to what I know of the American Farm Company's responsibility, and whether or not it is a company worthy of confidence.

I had occasion last winter to investigate to some extent the character and standing of this company, and arrived at the conclusion that it is a rank swindle. Subsequent information that has come to

my knowledge has confirmed me in this view. The prosecuting attorney of the county where any agents of this company are operating ought to take the matter in hand. It is better to save the people from being swindled than it is to send a man to the penitentiary after they have been swindled, as that does not restore them their money.

After the writing of this letter, the president of the American Farm Company, J. W. Woodruff, called upon the Attorney General and requested him to withdraw his statements made in this letter and to modify his official attitude toward the company. After this interview the Attorney General wrote the following letter to J. W. Woodruff:

Columbus, Ohio, August 11th, 1902.
J. W. Woodruff, President American Farm Company, Ohio.

Dear Sir:—Since you were in to see me, requesting that I withdraw the statements regarding the standing of the American Farm Company, which I made in a letter to the Marion Milling and Grain Company, I have farther investigated the standing of this company and the standing of yourself as well, and have to inform you that I cannot comply with your request. The following provisions of the articles of incorporation of this company are most extraordinary in character:

"The Board of Directors shall have power, without the assent or vote of the stockholders, to make, alter, amend and rescind the by-laws of the corporation; to fix the amount to be reserved as working capital; to authorize and to cause to be executed mortgages and liens upon real and personal property of the corporation; and from time to time sell, assign, transfer or otherwise dispose of any or all of the property of the corporation; but no such sale of all the property shall be made except pursuant to the vote of at least two-thirds of all the stockholders of preferred shares.

"The Board of Directors from time to time shall determine whether and to what extent, and at what time and place, and under what conditions and regulations, the accounts and books of the corporation, or any of them, shall be open to the inspection of the stockholders; and no stockholder shall have the right to inspect any account or book or document of the corporation, except as conferred by the statute or authorized by the Board of Directors, or by a resolution of the stockholders."

I cannot see what honorable motive would prompt the insertion of such provisions. The company already organized, the Board of Directors have it in their power to mortgage or sell any or all the property of the company without the consent of the stockholders. The stockholders have no right to examine the books.

You state \$3,000 of stock has already been issued, and that you are selling stock at par. Whether you have \$300,000 worth of property to show for this or \$30, the stockholders have no right to know under your charter. The character of your literature is such of itself as to create suspicion.

You need not come to see me; but I suggest that you cease trying to operate in Ohio; for if you do not do so voluntarily, I will use the power of my office to see that you do so involuntarily.

Very truly,

J. M. SHEETS, Attorney General.

The Attorney General of Ohio also filed a petition *in quo warranto* against the company.

The wide publicity given to these occurrences in Ohio rendered the American Farm Company valueless to its officers for their purposes. They could no longer use that name in pursuing the agreeable business of selling stock. The American Farming Company was worn out and useless. A new name was necessary and a new incorporation.

So Woodruff and his associates took a grand leap to the Territory of Arizona, and in September, 1902, organized there a corporation under the name of "Farmers' Co-operative Company." The amount of its capital stock was set at THREE HUNDRED MILLION DOLLARS, by these peculiar financiers.

In the spring of this year they commenced operations in Illinois at Gibson City and later at Hammond. The same sort of representations were made to the farmers at these points as had been made at Linesville, Pa. At Gibson City about \$4,000 was subscribed and a part of that amount was spent in building an elevator, which now stands uncompleted. The subscribers, of course, paid par value for their stock in this \$300,000,000 corporation, upon the supposition that the company owned a line of freight cars, a system of elevators in the East and many other valuable interests. At Linesville, Pa., it was represented that the system of elevators of the American Farm Company extended through the Western and Northwestern states. In Gibson City,

Ill., and Hammond, Ill., it was represented that the system of elevators owned by the Farmers' Co-operative Company extended through the states east of Illinois and in New England.

At Hammond about \$2,000 was subscribed for stock; but nothing has been done in the way of erecting a building save to bring to that point a car load of stone.

At Gibson City the men who conducted the canvas for the stock subscriptions to this Farmers' Co-operative Company were J. W. Woodruff, its president, and G. W. Coffman, its general western organizer. These men held these same titles and official positions in the American Farm Company.

During the past few days the grand jury of Ford County, Ills., in which Gibson City is located, returned an indictment against these men for obtaining money under false pretenses.

The headquarters of the Farmers' Co-operative Company are at Buffalo, in the same place and building in which were the headquarters of the American Farm Company.

We understand that a man by the name of Spaulding conducted the canvas for subscriptions of stock of the Farmers' Co-operative Company at Hammond, Ills. The grand jury in that county does not meet until February; but we presume similar action will be taken there against Spaulding when it does convene.

There are many details that might be added to the few salient facts which we have set forth; but our space forbids. It will be interesting to watch the further developments. And it is especially instructive to note what sort of operations men can carry on, and what false claims can be made by them, when they take the trouble to form a corporation with a large capitalization under a high sounding and attractive name and make their appeals to the cupidity of their victims.

CANADIAN GRAIN INSURANCE.

The C. P. Ry., which as operator of the terminal elevators on the Canadian lake front insures all grain stored therein, making the insurance charge a part of the elevator charges without specification, has notified the Winnipeg Grain Exchange that the insurance charged for covers the grain when on track within 100 feet of the company's elevators at Fort William and Port Arthur as if it were actually within the elevator bins.

Meantime the Canadian insurance companies through their association continue their fight on the roads that carry the insurance as a part of the elevator charges. And the Fire Underwriters' Association has since November 1 doubled the rates on such elevators on the ground that the railroads get a long-time blanket rate and peddle it out at a short-time rate on small lots. The railroad companies now charge the grain shippers $\frac{3}{4}$ of a cent a bushel for the first fifteen days and the same amount for each succeeding thirty days. As they formerly charged $\frac{1}{2}$ cent a bushel for storage alone, this means $\frac{1}{4}$ cent for insurance. The insurance companies formerly carried grain at an average rate of $\frac{1}{8}$ cent a bushel.

The only problem in the case is that it is reported that the bankers are chary about accepting bills of lading without insurance certificates; and that the insurance men announce their intention of testing in the courts the right of the railroads to do an insurance business under their charters.

A telegram says that a farmer in Moultrie County, Ills., has tried successfully a new plan for cribbing corn and oats, particularly damp and soft grain. He simply places clay drain tiles in the crib, the expense being small. After a layer of a few feet of corn he places lines of tile a few feet apart. They can be run in any direction of the crib or bin, and have horizontal or parallel sticks running through to keep them in place. The tiles permit a free circulation of air through the grain, thus assisting in removing the moisture. The scheme is said to be admirably adapted for cribbing soft corn, as the grain always dries out without heating.

AGAIN THE FARMERS.

Ten states, it was claimed, were represented at a meeting held on December 1 at the Grand Pacific Hotel, where the doctrines of coöperation were exploited. The particular hobby under consideration was Editor Everitt's Iudiau scheme of a Farmers' National Coöperative Exchange Company.

The proceedings were chiefly talk of what would happen if all the middlemen (with proper exceptions, "to prove the rule") were abolished. H. H. Carr, a middleman, or member of the Chicago Board of Trade, who may have been re-reading Col. Sellers, said the project [of uniting the farmers against the middlemen] "has been discussed for several years. Sentiment in its favor is so strong that its being carried through is almost certain. There are over 5,000 township, county and state farmers' organizations, now independent, which are ready to join. This will bring us over 8,000,000 members, whose property is valued at over \$20,000,000,000. We are going to exert influence to obtain our rights from the railroads. In their unorganized state the farmers are simply in the hands of the trusts which secure favors from the railroads. If a farmers' union wants to build an independent elevator the railroads, in deference to the trusts, will refuse us a site. Out west some of the farmers have succeeded and have demonstrated how much better off they are without the help of middlemen."

Robert Lindblom, another middleman, or member of the Chicago Board of Trade, said:

"It is estimated that these middlemen receive more than \$50,000,000 a year and this is taken from the pockets of the farmers.

"These figures represent but a small fraction that is raked off between the farm and the kitchen, and which could be saved under the plan I propose. The experience of farmers' movements ought by this time to teach us how to proceed in bringing about practical results. The past is full of special grievances and visions.

"My plan is based upon the fundamental proposition to let every farmer and every farmers' organization do whatever they think best for their own pocketbooks. Commence at the bottom and grow up. Select a district, call a meeting of farmers and merchants, and tell them that their welfare depends on equitable prices for their products. Explain that these can only be obtained by being independent of the various associations of dealers, warehousemen, and live-stock combines. Eternal vigilance rather than eternal war is the road to independence. Do all the business you can without loss, but let the other man do all the business when he pays the producer more than he can get back. His loss is the farmers' gain, and they can well afford to have their own warehouses lie idle.

"The key to the situation," Mr. Lindblom added, "is: Do not sell any faster than the consumer's needs demand. Do not interfere with the natural law of supply and demand by refusing supplies on a market faster than it can absorb them. We are not attempting to organize a farmers' trust. We are not attempting to establish artificial prices by artificial means. What we intend to do is to establish natural prices for farm products by a rational distribution of products over the entire crop year, just as the consumer takes a whole year to consume his share of the supplies. We also mean to see that prices are not unduly depressed by combines, false information, the manipulation of news, and the dissemination of lies."

The meeting on December 2 appointed a standing committee, which will endeavor to bring each of the alleged 5,000 farmers' organizations in the country into coöperation with the national body. This committee is made up of Robert Lindblom, Illinois, chairman; L. B. Day, Nebraska; H. N. Gaines, Kansas; C. E. Jackson, Minnesota, and W. F. Hendricks, Oklahoma.

The committee will be the central directing mechanism of the project and will have headquarters in Chicago. It will at once begin the work of communicating with the different farmers' socie-

ties and of forming a plan for their consolidation into one business corporation.

R. F. CUMMINGS.

R. F. Cummings, founder of the R. F. Cummings Grain Company of Clifton, Ill., is a native of Massachusetts and about fifty years of age. He began handling grain at Clifton about twenty-five years ago, in a small way, in an old-fashioned elevator, the motive power for which was the proverbial, and in this case actual, blind horse.

His first thought was to attach to himself the farmers about Clifton as regular and unfailing patrons, who should haul their grain to his scales by preference because they knew it to be to their interest to do so; and he now has farmers on his lists who have not hauled a bushel of grain to any other buyer in all those years—some for an even longer period, beginning to haul to him when he was still a hired man for some other buyer.

As time went on, it was but natural his business should expand, and at present his company operates elevators at Gilman, Chebanse, Irwin, Otto, Martin-ton and Papineau, directed from the Clifton home office. He has at various times operated houses at Onarga, La Hogue, Reddick and Loda also, and



R. F. CUMMINGS, CLIFTON, ILL.

at this moment he has interests in other country houses than the list first named. He has also been a member of the Chicago Board of Trade for a number of years.

Mr. Cummings recently incorporated most of his grain interests in the name of the R. F. Cummings Grain Company, with home office at Clifton, Ill. It must be said to his credit that in taking this step Mr. Cummings was considerate enough to remember his employees, who are interested with him as shareholders in the company, the balance of the stock, with the exception of \$10,000 held by Wm. Nash, one of the directors of the Chicago Board of Trade, being all held within his own family. He felt, however, that not a little of his success in the past had been due to the faithfulness of his employees, some of whom have been with him from ten to twenty-five years, and this fact he recognized by associating them with himself in the company.

As an evidence of the magnitude of the company's business, it may be said that in a single day of 12 hours in December, 1902, he bought of farmers direct at his different stations 507,000 bushels of corn at an average price of 40c., thus putting over \$200,000 into circulation in his territory on the basis of that one day's transactions.

Charles Page, a Kansas grain dealer, has filed a complaint with the State Board of Railroad Commissioners at Topeka, Kans., alleging that trainmen deliver empty cars only to dealers who tip them, and that the system of tipping trainmen by certain dealers has become general in western Kansas.

CORN IN THE DAKOTAS.

With a 10-year average yield of corn per acre of 23.9 bu. and a yield in 1903 of 29.9 bu. against 34.3 bu. in Illinois and 27 bu. in Iowa, South Dakota is beginning to put on some airs as a corn state. As in North Dakota, there is a systematic movement to diversify crops, and especially to develop the dairy and stock industries of the state; and this means more corn growing. In North Dakota the widening of the corn area is still more remarkable, a correspondent of the Fargo Farmer saying: "Up to within the last two or three years corn raising has been confined to the southern tier of counties and the south end of the Missouri slope, but now fine corn is found from Washburn east to Grand Forks. The Iowa and Missouri farmers who have flocked into McLean, Mercer and Oliver counties in the past two years are producing as good corn as they grew in their old homes and have done much to encourage its growth among the old timers in those sections who strove only after wheat and cattle, with the result that the counties named produced large crops of this grain this year. In that section most of the corn is at present of the white and yellow flint varieties, with a fair sprinkling of northwestern or "smoky" dent and yellow dent. In Burleigh, Emmons and Morton Counties dent varieties predominate, white, yellow and red dividing the acreage, though a great deal of flint corn of mixed colors is raised, the latter being an improved squaw corn of eight, twelve and sixteen rows. In these latter counties nearly every farmer has from 40 to 100 acres of corn which runs from 45 to 55 bushels per acre, shelled. The entire crop is consumed on the farms in feeding hogs and stock and the profits are just beginning to be realized by those who have heretofore depended upon prairie grass for preparing stock for market. In Emmons County hog raising has become a staple industry and corn-finished cattle are making the farmers rich at a rapid rate."

Other counties named as having grown corn this year in material quantity are La Moure, Dickey, Sargent, Ransom, Rusland (one of the best producers), Cass and Traill. In the latter nearly every farm had some corn land and some corn fields are said to have covered as much as 1,000 to 2,000 acres. "Corn has certainly come to be a leading crop in North Dakota," says the same writer, who adds: "But as yet the farmers have scarcely learned how to properly cultivate it. In many instances it is planted after the spring work has been done and then only for fodder. Wrong methods of cultivation are common and in comparatively few instances are returns what they should be. In the Missouri slope country the stalks are short and the difficulty of caring for the crop deters many from going into it, as it has to be picked by hand. Careful selection of seed and cultivation is resulting in raising the ears on the stalk and increasing their size so that undoubtedly in a few years the western counties of the state will lead in corn production, in fact it is a question if, all things considered, they do not lead now. There is no longer any question of the adaptability of the state for corn raising, and that fact being established, it is but a matter of time before North Dakota will take her place among the corn states of the West."

HAULING CORN IN ILLINOIS.

A farmer of Shelby county, Illinois, named David Sanner, who farms 2,500 acres and owns his own sheller and two traction engines, uses the latter in fall and winter to haul his corn to market.

His wagons are coupled in trains of seven wagons, each holding 85 bushels of corn, drawn by a single engine. Sometimes when the roads become slippery after cold weather sets in, he is forced to use both engines as a double-header.

The wagons are handled without tongues and are coupled up closely like a train of freight cars. A tongue can be attached when necessary, and he keeps a team of horses at the elevator for pulling each wagon up the ascent to the dump.

ERIE CANAL PROSPECTS.

Although the state of New York, thanks to a practically unanimous vote in its favor in Buffalo and Greater New York, approved the proposition to borrow \$101,000,000 to be spent in enlarging the Erie, Oswego and Champlain Canals, it is by no means certain the work will be done. Should the legislature, to meet next month, throw no impediment in the way, the work will begin at once, and, according to the estimates should be finished in five years without interrupting navigation on the canals as they now are.

It is no secret, however, that while the two leading parties in convention approved the plans of the canal men, the politicians of both parties are now hopeful that some way can be devised to repeal the bill in the legislature, the cause of their opposition being the fear that corruption in the immense expenditure will bring disaster to whichever party that has control of the construction. "Canal steals caused the loss of the state to the republicans when Samuel J. Tilden was elected governor," says the Philadelphia Ledger's New York correspondent, "and the management of canal appropriations has ever been a source of trouble and loss of political prestige to the republican party."

"The republican (up-state) section of the state, being in power, is now bitterly opposed to the canal project, and if the republican majority in the legislature does not at least make an attempt to repeal the bill, the leaders of that party think they will be confronted with the probable loss of the state in the next election. While it is hoped in New York that the legislature will not go contrary to the expressed will of the people, either by repealing the canal improvement act or modifying or amending it at the next session, the politicians up state are insisting that it would be both necessary and wise to have the legislature provide speedily for a commission of expert engineers, the best in the country, who should investigate thoroughly and determine as accurately as possible whether the proposed barge canal could be constructed for any such sum as \$101,000,000, and that pending the investigation and report of this commission, no canal improvement or enlargement bonds should be issued. As the investigation and report of such a commission would take the greater part of 1904, a dangerous factor to the party in next year's election would be eliminated."

It is considered important that there should be no serious interruption of canal traffic during the time in which the improved canal is being constructed, for the reason that there is believed to be an opportunity for a considerable increase in that traffic, even with the present facilities, owing to the fact that the railroads of the state have increased the freight rates on grain to 4 cents a bushel, which will permit of a fair profit on hauls over the canals.

The cost per ton of transportation on the canal at present is 2.62 cents per bushel. It was when the railroads met this rate by a rate of 2.50 cents per bushel that canal commerce began to decline. From 6,000 boats in 1862, the number of the boats on the canals has steadily decreased, until last year there were not more than 500. As the facilities for transportation on the canals decreased through their competition, the railroads of the state began to put up their rates.

Carefully made estimates show that the improved canals will enable 1,000-ton barges to carry freight at a profit, for 26.1 cents per ton, Buffalo to New York. It is asserted, therefore, that transportation by the 1,000-ton barge canal will be the means of abolishing the differentials in railroad freights, which have been responsible for the diversion of commerce from the state of New York and from the city of New York.

As to the claim that even a 1,000-ton canal would be obsolete, it is agreed in New York that while the present railroad tonnage approximates 5,000 tons per train, a fleet of 1,000-ton barges would aggregate 3,900 tons, and it might be possible under improved motor conditions to move 4,900 tons in a fleet of boats.

As compared with the Canadian canal it is further agreed that the New York canal boat has the advantage over the Canadian vessel in so far as it enjoys a west-bound business that is always abundant and profitable. It goes without saying the east-bound freight is not the most profitable. The railroads make their money out of the west-bound traffic. It is the package freight that pays. This business neither the Canadian railroad nor water route has to any extent with American ports and it takes away a source of profit that has much to do with the earning power of the route. The 1,000-ton barge plan is a business man's proposition, and that means its success.

HILL BROS. & CROW.

The interesting elevator of the illustration is owned by Hill Brothers & Crow. It is located at Stonington, Ill., and operated for the firm by J. F. Ellis, agent.

P. A. Hill, the head of the firm, came to Illinois from Maryland about eighteen years ago. He settled at Blue Mound, where he taught school winters and worked on the farm by the month during the summer for about three years. Then he bought a team and some implements and farmed for a year or two. When he first went to buying grain it was only on a small scale, shelling his corn right on the farms where he bought it and hauling to town



HILL BROS. & CROW, STONINGTON, ILL.

for loading in cars from the wagon. Each subsequent year he kept spreading out until to-day he is the senior member of a firm owning and operating five good elevator plants.

His brother, Moses Hill, is an invalid and not able to look after his interest personally, but is always called into counsel on every important undertaking of the firm, and his interest is as carefully guarded as though he were present always.

The junior member, E. W. Crow, has been identified with the grain business at Blue Mound for nearly twenty-five years, and his upright record in dealing with the public has won for him the confidence of the people. His habitual promptness and his efficiency make him an office man second to none.

RE WHEAT INSPECTION.

In order to investigate the complaints of wheat mixing and easy inspection of contract wheat going out of public and private elevators, which are formulated in the circular letter of Edward G. Heeman, reported in another column, President Chandler of the Chicago Board of Trade on November 27 appointed the following committee:

H. B. Slaughter, chairman; H. N. Sager, Chas. B. Pierce, F. B. Rice and R. S. Johnson. These gentlemen are all experts.

The appointment of this committee was made on the initiative of Capt. I. P. Rumsey of Rumsey & Company, who called the attention of the Board of Trade to the charges of mixing not admissible under the rules.

The committee's hearings were not open to the general public.

ABOUT TIME TO CALL A HALT.

[A circular letter by Edward G. Heeman, addressed to the members of the Chicago Board of Trade under date of November 21.]

Judging from the comment of late on the floor and among outsiders also, the evil of mixing grain, especially wheat, in the private elevators (hospitals) here promises to become an issue again. There may be some who do not fully realize the injustice of the same and to what extent it is practiced. Many give it only passing thought, apparently taking it for granted that no matter what kind of wheat may be turned out as contract grade, it must be accepted as such, so long as the inspection department has passed upon it. In this, however, there is much room for enlightenment. A certificate of inspection out of a private elevator may carry the grain into a public house and probably out of it, unless some one rises to the point of objection. Every one in the trade should and will gladly welcome an increase in our stock of contract wheat, of contract grades, for it will mean a safer market to trade on; but there should be a limit placed on the mixing privilege and the character of the wheat.

Our Board of Trade Rule No. 22, Section 3, calls for the delivery on contracts of certain specified grades of wheat, which must be of one variety, either "Spring Wheat," "Soft Winter Wheat," or "Hard Winter Wheat." Admitting a cleaning house is a necessary evil—for without them we probably would have but little fresh arrival wheat good enough to grade contract—that does not necessarily imply or carry with it permission to mix any old kind of wheat, or different varieties, and force it on the trade, even though given a certificate of approval by the inspection department. Possibly the only remedy in this respect is to take out of politics the inspection department and place it under Board of Trade supervision, as are our weighing, and flax seed inspection, hay inspection, flour inspection, and also our provision inspection departments. Certificates from either are accepted without question everywhere.

I want to call your attention to the state grain inspection rule defining what "No. 1 Northern Spring Wheat" shall consist of:

"Rule No. 2.—No. 1 Northern Spring Wheat must be northern grown Spring Wheat, sound and reasonably clean and of good milling quality, and must contain not less than 50 per cent of the hard varieties of Spring Wheat."

Notice the underlined words, "must be northern grown Spring Wheat." All of it. No room for argument on this score; and it may be a matter of interest to all concerned to note developments and see how much of that particular grade will be manufactured and turned out of the private elevators during the next thirty days, and, possibly offered for delivery on December contracts, unless the present agitation causes a change in the plans.

On October 1 there was practically not a bushel of No. 1 northern wheat there. On November 1 there were about 300,000 bushels. To-night, including that which was made and transferred this week, there are over 900,000 bushels of this so-called No. 1 northern wheat here in the public elevators.

I have in my possession samples of this No. 1 northern wheat, manufactured during the last few weeks, which appears to have been made from about one-third straight Duluth wheat, probably one-third other kinds of spring wheat, and the other one-third of something else; how much of it hard winter wheat is the question. It so happens that a certain variety of Kansas hard winter wheat is similar in appearance to some kinds of spring wheat; and, though it seems to be quite generally known that these different varieties have, in recent years, been mixed together and passed off as No. 1 northern spring wheat, it may also be of interest to many to learn that there is a rule governing "mixed wheat," which reads as follows:

"Rule No. 3.—Mixed Wheat. The grades of No. 2 and No. 3 Mixed Wheat shall be equal in quality to the grades of No. 2 and No. 3 Red Winter Wheat,

except that they shall include *mixtures of Spring and Winter Wheat.*"

Now, "Mixed Wheat" is not deliverable on Board of Trade contracts, according to Rule No. 22. No. 2 hard winter wheat is deliverable, except at 5c per bushel discount. The mixing of it with spring wheat may not lessen its value for milling purposes; and if they are able to sell it to millers as spring wheat, the miller is the only man bunkoed; but the attempt to deliver hard winter wheat on contracts, or even on any terms, by mixing it with spring wheat and having it passed as No. 1 northern, is clearly a violation of Section 3, Rule 22, and should not be permitted. It might be considered premature to take any steps until this mixed wheat is actually delivered on contracts, and, in the strict sense of the word, it will not be a violation of the rule until that is done. What has been done will, of course, be difficult to prove now; but I think it high time the trade is awakened to what is going on and is likely to continue so long as they will stand it. In this case an ounce of prevention may be worth a pound of cure. You may hear it said that only experts can tell the difference between some kinds of hard winter and spring wheat. Admitting that to be true, an inspector is supposed to be an expert of grain—not a pot-house politician. I dare say, also, there are a number of experts over on the cash side of the floor; and without the necessity of passing any new rule, our board of directors have the power, and it would seem in order to appoint a committee of representative men in the trade (this has been done a number of times in past years), to find out what are the quality and variety of the 900,000 bushels of No. 1 northern wheat now in the public elevators here or which may be manufactured from now on, so the members of our Board of Trade may know where they stand. *If the wheat is found as represented, no harm will be done to any one; in fact, it will result in a benefit to all.* It is significant that every bushel of the stock of No. 1 northern wheat in the public elevators here is in two houses controlled by one elevator concern. Possibly some of the rest of them have their plans already laid to do likewise but are awaiting developments. It might also prove very interesting to know why the inspection department puts its stamp of approval on almost everything that comes out of a private or public elevator. Every handler of cash grain here knows the in-inspection in this market is much more severe than is the out-inspection. Why?

The object of our Board of Trade upon which our charter was issued and its existence depends, reads as follows:

"To maintain a commercial exchange; to promote uniformity in the customs and usages of merchants; to inculcate principles of justice and equity in trade; to facilitate the speedy adjustment of business disputes; to acquire and to disseminate valuable commercial and economic information; and, generally, to secure to its members the benefits of coöperation in the furtherance of their legitimate pursuits."

If one man or branch of business is permitted to enjoy continued unfair advantages, then our Board of Trade as an institution will sooner or later cease to exist.

In connection with the above, the following is an extract of a letter I have received from a prominent interior milling concern; it speaks for itself:—

"We have a case where we bought No. 2 Red Winter Wheat from one of your elevator concerns, and when the wheat arrived it was 50 per cent hard wheat, and as hard wheat was at 7 cents discount, we demanded that we should pay for such wheat as received. They replied that it was inspected as No. 2 Red Winter Wheat and refused. We contend that the inspection was rotten."

The following article is along the same lines, and will serve to explain the indifferent export demand and why foreigners will no longer buy our wheat if they can possibly help it:

"Some American grain exporters are injuring the market for these products in Germany, accord-

ing to a report received at the Department of State from Deputy Consul General Hanauer at Frankfort. He says:

"German papers state that European purchasers of wheat and corn claim that nearly half of all the grain coming to them from the United States is defective and they have discussed among themselves the advisability of discarding certificates issued by United States inspectors.

"Heretofore, it has been the custom of the trade to accept these certificates as proof of the sound condition of the grain and in former years the consignments tallied with the inspectors' documentary evidence. Under the present usage the recipients of grain, though the goods be found damaged on their arrival, have no remedy at law for the loss."

A letter received to-day from a prominent Liverpool house reads as follows; it is also self-explanatory:

"America cannot hope to sell us wheat while they send us such stuff as we are getting. The condition of the No. 1 northern arriving is disgraceful. Not only is it poor in quality, but it has a heavy mixture of winter wheat in it, and our

IN EASTERN INDIANA.

The artist who made the photograph of J. W. Owens' elevator, reproduced herewith, understood his work and has given us a fine picture; but it by no means flatters the property, which is practically a new house, having been erected in the fall of 1900.

The elevator has a stone basement 8 feet deep, and the main building is 30x60 feet in size. It has a 12-foot driveway with 10-foot bin above to hold 2,000 bushels. There are six other bins, each 10 feet square and 30 feet deep, and a weighing bin holding 600 bushels, beneath which are Fairbanks Hopper Scales. The other machinery of the house is all modern and in good condition. The power plant is housed in a building 20 feet square with cob room of same size above. It has a 30-horsepower boiler and a 25-horsepower engine.

The other buildings on the premises (Mr. Owens owns his own site) consist of a seed room 20x30 feet in size and 10 feet high, a flour room 12x15 feet in size and an office 10x12 feet in size, with Fairbanks Wagon Scales.

Saratoga is located on the Panhandle Road, in



J. W. OWENS' GRAIN ELEVATOR AT SARATOGA, INDIANA.

millers cannot use it. Manitoba wheat is also poor in quality, but is unmixed, and is showing some improvement now."

Previous to the year 1889, when every public elevator here was operated as a warehouse by warehousemen, a Chicago elevator receipt was accepted the world over. To-day it is almost impossible to sell a bushel of any kind of grain by grade which has once passed through a public elevator here without a private sampler's supervision. That this is true was vividly illustrated within the past ten days, when the chief inspectors of Toledo and St. Louis were sent here to supervise the loading out of public elevators of round lots of No. 2 Red Wheat bought to be shipped to these markets.

Stop and reflect what will be our finish. There will be bucket-shops so long as there is a market; and there will probably be trading in puts and calls so long as there is a market; but there may not always be an open market if the elevator question is not settled.

Twenty Canadian vessels are now engaged in the grain carrying trade from Port Arthur and Fort William, against two only a few years ago.

The grain buyers at Canton, S. D., who all have offices near the city scales office, have erected a building for their own use which now contains desk room for representatives of W. C. Genemill, South Dakota Grain Company, Scott-Logan Company, Terwilliger & Co. and the Hunting Elevator Company.

one of the best grain growing parts of eastern Indiana, and is a thriving and enterprising little place. Mr. Owens' nearest elevator competition is eight miles away, and he does a very satisfactory flour and coal business on the side.

A WARNING.

Under date of Frankfort, Germany, October 19, 1903, United States Deputy Consul-General S. W. Hanauer transmits the following:

"European trade papers, in commenting upon the complaints brought against the defective condition (owing to dampness) of grain received from the United States, add the following warning, which it will be well for our people to heed:

"The present situation shows the enormous grain exporting capacity of the southeastern countries of Europe when they have good crops. This ought to bring the conviction to the 'Yankees' that their grain supplies are not at all times so indispensable for European needs as they seem to think, and the knowledge of this fact may cause them to earnestly try to abolish the abuses which have led to these complaints."

Some time ago the removal of a grain elevator by water for some distance on Green Bay was reported. Recently the same feat was accomplished at Milwaukee, where an elevator 100 feet high was moved by water a distance of six blocks and across the Menominee River.

MEETING OF THE DIRECTORS OF THE NATIONAL ASSOCIATION.

At a meeting of the directors of the Grain Dealers' National Association, held in the office of Secretary George A. Stibbens at Chicago on December 1, besides transacting other business of importance, the city of Milwaukee was selected as the place for holding the annual convention of the Association in 1904, the dates named being October 4, 5 and 6.

A change was also arranged for in the matter of entertainment; as, whereas at former meetings the entertainment features have alternated with the business sessions, at Milwaukee the first two days will be given to the transaction of business and the third day devoted to sight-seeing and in otherwise enjoying the hospitality of the city.

The directors present were I. P. Rumsey, Chicago; Jay A. King, Nevada, Iowa; D. Hunter, Hamburg, Iowa; H. E. Haliday, Cairo, Ill.; F. P. Lint, Atchison, Kans.; C. B. Jenkins, Marion, Ohio; A. E. Reynolds, Crawfordsville, Ind.; J. C. Robb, Kingfisher, Okla. Ter.; Thomas Torrison, Manitowoc, Wis.; C. E. Patterson, Battle Creek, Mich.; A. F. Brenner, Minneapolis, Minn. George A. Wells, Des Moines, Iowa, chairman of the advisory committee, was also in attendance.

President H. S. Grimes, Portsmouth, Ohio, called the morning session to order at 10 a. m. and the first business taken up was the hearing of a committee composed of John L. Dexter, Detroit, P. E. Goodrich, Winchester, and Charles England, Baltimore, from the National Hay Association, on the question of the issuance of a new cypher code.

The statement made by the committee was to the effect that the old codes were out of date; that new terms and new methods had arisen which demanded a new code; that their Hay Association's code, which had been largely the work of Mr. Beveridge of Richmond, Va., filled all the latest market conditions and requirements. The committee asked that the Grain Dealers' National Association adopt the code jointly with the National Hay Association and that a committee from the former body be appointed to further revise the code.

In response to the committee the directors expressed themselves as favoring a new code; and the question was referred to a committee composed of C. B. Jenkins, A. E. Reynolds and A. H. Bliss.

The committee was instructed to confer further with the committee from the National Hay Association and report at the next annual meeting.

A committee composed of George A. Stibbens, Jay A. King and C. E. Patterson was appointed to revise the constitution and by-laws and submit same to the board of directors for approval.

At the afternoon meeting, the first business was the consideration of the plan for holding the annual meeting. The following cities sent delegations to the meeting and their invitations, together with the attractions and advantages of their cities, were presented in such hospitable manner that, as President Grimes said, it was regrettable that the annual meeting could not go to each place for a part of its sessions. The delegation from Buffalo was composed of T. J. Stoffer, with W. W. Alder; F. Howard Mason, secretary of the Buffalo Chamber of Commerce; J. A. Seymour. Milwaukee was represented by W. M. Bell, S. G. Courteen, president of the Milwaukee Chamber of Commerce; R. B. Watrous, Detroit, Mich., by John L. Dexter; Evansville, Ind., by Mr. Johnson of W. H. Small & Co., and Messrs. Agnew and Palmer, respectively representing the E. and T. H., and C. and E. I. Railroads; and New Orleans by A. F. Leonhardt.

The vote was very close, Milwaukee being a little better favored as it was thought that in holding the meeting in October the city on the lakes would have the most advantages for a large meeting.

The directors affirmed the decision of the arbitration committee in the case of Chapin & Co. vs. W. H. Merritt & Co., Capt. Rumsey and Jay A. King not voting.

The directors were the guests in the evening of Capt. Rumsey and H. A. Foss at dinner at the

Union League Club, followed by a trip to the Fat Stock Show at the Union Stock Yards.

CLAUDE G. THAYER.

The great wheat fields of the Northwest have taken many young men to that territory where the moving of the grain absorbs so much money and so many trains throughout the year.

Claude G. Thayer, manager of the Northwestern branch, with offices in 79 Chamber of Commerce, Minneapolis, Minn., of W. R. Mumford Co. of Chicago, has been located in that city about five years. As a mark of the esteem in which he is held by that trade he was elected in November to the office of president of the Minneapolis and St. Paul Hay Dealers' Association.

Mr. Thayer was born in Buffalo, N. Y., on January 9, 1857, and was formerly engaged with his brother, Clarence H. Thayer, in the grain business at New Orleans before the latter joined the Chicago firm with which he is now associated. He has been connected with W. R. Mumford Co. about ten years, of which five were spent in the Chicago and five in the Minneapolis office. At present he



CLAUDE G. THAYER, MINNEAPOLIS.

holds the position of assistant secretary of the company.

The Minneapolis market contains many men of worth and it is among these that Mr. Thayer must be classed. He has the hospitable and genial traits of the terminal receiver and in addition has always been among those who uphold the commercial integrity and good standing of any market in which they may be placed.

NEW ELEVATOR AT BALTIMORE

The new elevator erected at Canton, Baltimore, to replace the house burned nearly a year ago, is finished, and on December 2, on a test of its machinery, took in 10,000 bushels of corn for the Canton Export Company. The machinery worked admirably. The elevator is operated by the Central Elevator Company, C. R. Kendig being superintendent.

The new elevator is situated at the east side of the Baltimore harbor, in the terminal yards of the Pennsylvania Railroad, and has about 1,000,000 bushels' capacity, with large handling and cleaning facilities.

The elevator storage of Baltimore is now in excess of 5,350,000 bushels.

A New Jersey statistical fiend has figured out that an average corn crop of the United States, loaded in wagons of 50 bushels each, would form a compact train 125,000 miles long. It would girdle the earth five wagons abreast.

BLOCKADE IN CANADA.

Up to November 15 wheat deliveries to Canada points had been comparatively light, but with the coming of frost, the farmers' desire to haul their grain has increased, with the result of blockading the C. P. Ry., more particularly at Virden, Boissevain, Nesbitt, Kemnay, Piersen, Glenowen, and several other stations west of Melita. The cars going west from the lake front are largely monopolized by farmers, leaving elevators filled to their roofs, so that many firms of grain buyers are completely tied up and have ceased buying. As an example of the way the cars are furnished, it is claimed that at Hamiota, for example, on November 19, there were 133 names on the railway books as applicants for cars, all placed there between October 15 and 24, since which last date only 26 cars have been loaded.

The immediate result of the tie-up was the stoppage of the cash business at Winnipeg. The congestion was so serious that by November 25 most of the big grain companies had withdrawn their buyers from the country. As one company manager put it, "We stopped buying wheat because there was only one of two things to be done; either put the price down to a May basis, or stop buying. Last year we put the price down, and there was a howl from one end of the country to the other. This year we decided on the latter course, and there is another howl louder and longer, if possible."

One prominent elevator man at Winnipeg, being asked by the News-Bulletin for an expression of opinion, said: "We are not making any protest about the 'Grain Act,' lack of cars or anything else. We are simply trying to manage our business on business lines and avoid loss. Men are urging us to buy wheat, but how can we buy wheat at track prices that we may not be able to move until May or June? Let me give you an illustration:

"An engine leaves Winnipeg with a train of empties and goes, say, along the Deloraine branch. When it reaches Deloraine there are eighty empty cars. Now one of these cars, according to regulations, goes to an elevator and the other seven to farmers. The engine turns at this point and that operation takes twenty minutes. In that time the eight cars could have been loaded at the elevators, but as a matter of fact when the engine is ready to go back there is only one car loaded ready to return. A farmer is allowed twenty-four hours for loading, but that is not the end of the delay, for the engine takes the one loaded car and may not return for the others for three or four days. I am not speaking of possible contingencies, but of what has actually happened this present season. This delay means that the cars are still at Deloraine when they should be on their return trip from Fort William.

"Another point which seems to be overlooked and which occasions trouble, is this: A farmer may have a car of wheat in any one of the elevators; he may have ordered a car for the shipment of that grain; and that car may be the next in order for delivery, but if he should in the meantime sell the wheat to the company owning the elevator his order for the car is cancelled and the elevator company's order for a car to move the same wheat is put at the end of the orders in the agent's book, possibly 50 cars ahead of that order. Can any business man blame an elevator company for saying to a farmer in such a case: 'Get your car loaded and we will pay you track price for your grain, and be glad to do so?'

"The banks are asking the elevator men when they are going to need money for their country points. The fact that elevators have ceased to buy will no doubt shrink the amount of money in circulation very materially, but it is nonsense to say the elevator men are doing it to punish the farmers. It would have been money in the pocket of all elevator companies in the West this year, if they had never opened their doors for grain this season, and it is hardly to be supposed that elevator men are going to continue buying wheat at

present prices to hold in their elevators until next May. The whole question resolves itself into this: Elevator companies cannot get cars to get their wheat out, therefore they cannot buy any more wheat on the basis of shipment before navigation closes. They found it necessary to stop buying by the first of November. In a year when the crop is extra heavy, as it was last year, elevators will have to cease buying on the 15th of October, as with the present system of car distribution it would be impossible after that date to get sufficient cars to take the wheat to terminals. It seems to be forgotten by many people that the elevator of say 25,000 bushel capacity represents on the average from 15 to 20 farmers any week in the season; yet an elevator ranks as a single farmer, so far as cars are concerned. It is a knotty problem, and if the Board of Trade finds a means of cutting the knot, no one will be better pleased than the elevator men. I think the very fact of the Board of Trade taking it up shows that it was wiser to cease buying than to offer May prices for the wheat."

HANDLING CANADA'S HARVEST.

Western Canada's estimated yield of wheat for the current crop is 51,300,000 bushels, or about 17,000,000 bushels under the harvest of 1902. The yield of all grains is put at 110,000,000 bushels, of which 40,200,000 bushels are oats.

The facilities for moving this crop are much better than for a year ago, the C. N. R. being able to in a measure divide the trade with the C. P. R. and both are well equipped, the C. P. R. having added several thousand new box cars, so that the traffic manager of the Canada, Atlantic and Parry Sound system reports that they have sufficient car supply, with their connections, to handle about 25,000,000 bushels of grain.

There has also been a large increase in the tonnage of Canadian bottoms. Last year there was a total tonnage of Canadian vessels carrying grain alone of about 1,700,000 bushels; this year there has been an increase in the space that has brought the total up to 2,560,000 bushels in the fleet of thirty-two vessels. Four new vessels have been added this year. These new boats are: The Midland King, the Iroquois, the Wexford, and the Pellet, and are especially large vessels that will average each about 100,000 bushels' capacity. The Canada Atlantic owns five vessels with carrying capacity of 760,000 bushels per trip or 3,300,000 bushels per month. This is the only Canadian railway system running its own vessels, but all the lines, from Canadian or American ports, except the C. P. R., use the Parry Sound, or Georgian Bay, route.

Elevator capacity also has steadily increased in spite of the discouragement of the amended Grain Act, and there is now elevator storage capacity at Port Arthur and Fort William for close on to 14,000,000 bushels. The addition of the new C. P. R. elevator "E" gives to that railway at Fort William a capacity of about 9,000,000 bushels; and the Canadian Northern new elevator of 2,500,000 bushels' capacity to be completed by January 15 will bring its total capacity close up to 6,000,000 bushels. At interior points along the C. P. R. the increase in storage capacity is calculated at about 4,000,000 bushels while along the C. N. R. the increase is put at 625,000 bushels, bringing the total up to 26,784,900 bushels at interior points and the total capacity, including every point east of Winnipeg and at the lakes 39,333,400 bushels. Of this grand total about 18,000,000 bushels' space is west of Winnipeg. This interior storage with the storage now provided for at the lake front, is believed ample to take care of the grain that may be left in possession of the farmers for delivery during the winter months after the close of upper lake navigation, as the history of the trade shows that the vessel capacity on the Great Lakes is sufficient to take care of the business and leave the elevators on the lake front practically empty on the close of upper lake navigation.

Meantime the big terminal elevator at Montreal, erected by or under the supervision of the govern-

ment is rapidly approaching completion, in spite of vexatious strikes. All the steel work was completed and the work of installing the machinery begun thirty days ago. The capacity is 1,000,000 bushels in seventy-eight bins.

SEED CORN CONTEST.

Geo. M. Gwynn, grain dealer at Essex, Ia., organized a corn growing contest in his neighborhood this year by offering a fur robe and a plush robe as first and second prizes for the best two half bushels of corn grown within a radius of eight miles of Essex. The only conditions of the contest were that the corn should be grown in fields, not gardens, and that the corn should be tied in a sack, and delivered by the bona fide grower. Three competent judges were selected to judge the corn points: weight of ears, maturity, quality and symmetry.

The purpose of this contest was, first, to get the farmers of his vicinity interested in raising the standard of the corn they produce; secondly, to find out who raises the best corn in this section; and, thirdly, to give the farmers an opportunity of



G. M. GWYNN, ESSEX, IOWA.

comparing each other's corn, and making improvement on their product.

The prizes were awarded on November 28, there being 22 entries; and the rural reporter says that when the sacks were opened and the corn placed on racks built for the purpose, it made a fine display. Three competent judges were appointed to pick out the winning lot of corn. The four points on which the award was made were weight, maturity, quality and symmetry, 25 points allowed for each. F. M. Jones was winner (91 points) of the first prize, and Wm. Bussard (89 points) of the second. Every one interested was satisfied with the awards.

Mr. Gwynn retained the corn exhibited, but will give it away, sending it out throughout the corn belt as samples of the corn grown in his county. Great interest was manifested in the contest; and when at its close Mr. Gwynn announced that he would next year give \$50 worth of prizes, nearly all of the contestants expressed a desire to enter that contest.

Mr. Gwynn is one of the best known grain dealers of southwestern Iowa and one of the heaviest buyers in that territory. He is a Pennsylvanian by birth, having first seen light in Green County of that state on April 1, 1850. He was raised a farmer, and stock-raiser, and at the age of seventeen years went to Iowa with his parents, where he continued in the stock business with his father until 1880. He then went into the grain and seed business on his own account at Bingham and also at Norwich, Ia. He went to Essex in 1893, succeeding L. B. Day

& Co. This was but ten years ago; but in that time he has built up a business in both grain and seeds, which is considered one of the most attractive in western Iowa. His particular part of Iowa has been well known for a long time for the quality of its seed grain, and Mr. Gwynn has made a feature of this branch of the business, handling seed corn, oats and barley in large quantities. He is now finishing the construction of a two-story seed house 45x75 feet in size, which will be ready for business on January 1, 1904. With the facilities this house will give him, he will be able to ship from 1,500 to 2,000 bushels of seed corn weekly.

ELEVATORS AT MINNESOTA.

Henry Feig, country elevator inspector of the state of Minnesota, in his annual report states that the number of such houses in that state on September, 1903, was 1,593, compared with 1,549 last year. These houses are established at 781 stations, an increase of 61 stations. The following compilation is the first ever made by the department:

	No. of Elevators.	Av. Cap. Bushels.	Total Cap. Bushels.
Great Northern.....	448	24,368	10,917,104
Chicago & N. W.....	213	19,608	4,176,552
C., M. & St. P.....	351	19,687	6,910,366
M. & St. L.....	150	17,436	2,615,436
Omaha	144	18,904	2,722,170
Northern Pacific	119	20,203	2,404,188
C. G. W.....	69	14,396	993,376
Soo Line	66	14,246	940,262
C., R. I. & P.....	14	23,500	329,000
Illinois Central	7	10,285	72,000
Totals	1,581	20,291	32,080,430

Of these elevators 388 are independent of which 80 are co-operative. Twenty-seven line companies run 15 or more houses; 32 run from 10 to 15; 20 run from 4 to 8 houses, and 54 have from 2 to 4 houses each.

Inspector Feig recommends the appointment of a state scale inspector, the license fees on elevators to be increased sufficiently to cover the additional expense and to make the department self-sustaining, the receipts for 1902-3 having been only \$1,593 and the disbursements \$1,807.

He also recommends that the giving of "slips" for grain by elevator employes or the use of any except the receipt provided by law be made a misdemeanor, the use of slips having given rise to much litigation.

MILWAUKEE'S LAKE BUSINESS.

Lake shipments of grain by Milwaukee for the season closing on December 4 show an increase over the total of the previous year of 4,615,138 bushels, a gain of more than 50 per cent. The shipments of the various kinds of grain were as follows (December estimated):

	1903.	1902.
Oats	6,239,658	2,935,132
Barley	4,549,765	3,096,774
Corn	1,087,306	792,959
Wheat	568,585	705,229
Rye	483,050	783,132
Total	12,928,364	8,313,226

The grain bag factory of the Washington state penitentiary finds itself at the close of the season with about a million bags on hand which will be carried over to next year. This is something unusual, as in the past there has seldom been bags enough to go around, and two years ago the output of the mill had to be prorated to the customers, each receiving about half the number ordered.

The popcorn crop is said by A. L. Schaeffer of Paris, Ill., the largest individual grower, to be 25 to 30 per cent less than last year, when the largest crop on record was grown. Mr. Schaeffer himself has about 3,000 bushels for the market this year, and he says the quality is excellent. The principal popcorn states are Illinois, Wisconsin, Iowa and Nebraska, and the crop outside of these states is not considerable. The crop in Iowa and Nebraska is short this year, but Wisconsin has a fair crop. In preparing popcorn for market it is first kiln-dried and then put up in bags of 150 pounds each.

A LOAD OF HAY.

Gee,
I seen a load of hay
To-day
On the street.
Not baled hay,
But the other way;
The real smell-sweet
Kind, piled high
On a wagon passing by.
Come from Jersey, er Long Island.
Er up river, er—no matter where;
It brought the good, clean air
Of the fields and the days
When Pap and the hands
Cut the medder lands
And I hauled haycocks with a mule,
After school.
Jee-mimy Kate,
Wasn't that grate?
And then after a bit,
Pap hauled loads of it
To town;
Great big loads piled high.
My,
But they looked big to me;
And I can see
'Em yit,
Every bit
As plain as if it was yestiddy.
And didn't he bring
Us children everything
When he come back at night,
All right?
Say,
When I seen that load of hay
To-day,
I jist wondered if somewhere
Outside of this town
There wasn't a lot of children
Looking down
The road watching for their Pap
To come back.
And say,
That hay
Got into my eyes some way.
The smell of it, I guess, or—or—
Dinged if I know what;
I'm shore
It never got
Into my eyes before.
Say,
Did you ever feel that way
Next to a load of hay?
No?
Oh;
You were born in the city?
What a pity!

—William J. Lampton, in N. Y. Sun.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

CORN MOVING SLOWLY IN OHIO.

Editor American Elevator and Grain Trade:—The movement of corn in this section is going to be light; in fact, prices will have to advance 4 or 5c. before farmers will sell freely.

E. A. GRUBBS GRAIN CO.

Greenville, O.

CAN'T GET ALONG WITHOUT IT.

Editor American Elevator and Grain Trade:—Enclosed find one dollar. The grain business has been so rotten the past year, I have been trying to cut down expenses; but I find it impossible to get along without the "American Elevator and Grain Trade."

Yours, M. T. RUSSELL.

Des Moines, Ia.

BAD WEIGHING MAKES SHORTAGE.

Editor American Elevator and Grain Trade:—It occurs to me that the greatest reason for shortages in Chicago is the defective car doors; in Kansas City incorrect weights. Kansas City is better than it was some years ago, but it is certainly bad enough yet.

Yours truly, NEBRASKA SHIPPER.

WANTS SOME GOOD READING.

Editor American Elevator and Grain Trade:—I have been absent from St. Louis since May and in consequence have lost the run of the elevator and grain trade. I am in charge of the Cedar Grove reservoir for the Stewart & Abbot Company and have been very busy. But as we are closing down for the winter I am looking for something interesting to read; and I know of nothing better than the "American Elevator and Grain Trade."

So if you will kindly forward it to me here, I shall be obliged.

Most truly yours, GEO. M. FILSTEAD.
Little Falls, N. J.

SHORTAGE CAUSED BY THEFT.

Editor American Elevator and Grain Trade:—While we all know there are a great many shortages from many causes, I believe the greatest cause is that cars are unprotected in the railway yards from thieves. To prevent this I would suggest better watch be kept over them.

Yours truly, J. R. GLENN.
Robinson, Kans.

NEW ELEVATOR COMPLETED.

Editor American Elevator and Grain Trade: A. B. Marsh, formerly with the Neillsville Milling Company of this city, has completed building a 30,000-bu. grain elevator, together with a flat warehouse 30x60 ft. in size, and a hay shed and corn crib 30x60 feet in size, all of which are now in use. The power employed is a 30-horsepower Fairbanks-Morse Gasoline Engine. It runs the 24-in. attrition feed mill, receiving separator, corn sheller, cob crusher, corn meal bolter, hay press and the elevators.

All told, it is one of the most complete and modern elevator plants in Wisconsin. Fred. Bruley has charge of the elevator.

Yours truly, B.
Neillsville, Wis.

SHORTAGES DUE TO POOR POLICING.

Editor American Elevator and Grain Trade:—As a receiver and shipper, I consider that when shipments are made to such markets as Kansas City and St. Louis, where the railroads have very extensive yards, the principal cause of shortage on shipments of grain at such terminals is that the cars of grain are not properly protected by watchmen, especially where the grain is switched to team tracks. My understanding is that they have very little if any protection, and that the grain is stolen by thieves.

Of course, there are some shortages that occur from improper cooerage. In handling our business, we give this matter the most careful attention possible, but we receive much grain from country shippers where the cars are leaking at the grain doors.

As to the weights at terminal elevators, as a rule, I consider where they have proper facilities, that they are disposed to give fair weights.

Yours truly, OLIVER DENTON.
Leavenworth, Kans.

INTERSTATE COMMERCE LAW REFORM.

Editor American Elevator and Grain Trade:—The following letter has been addressed to members of the National Hay Association, but will interest all shippers:

"The National Hay Association recognizes the great benefit to the commercial interests of this country secured by the enactment of the last Congress of the Elkins Bill, in the prevention of the granting of preferential rates to favored shippers in the transportation of property, either by the payment of rebates or otherwise; and that it is essential that further legislation should be enacted for the prevention of discrimination between competing localities and sections and between different descriptions of traffic and also for relief from the continuance of rates unreasonable in themselves.

"The Elkins law, as enacted, relates wholly to the prevention of discrimination between individuals by departing from published tariff rates, or by offering or granting, soliciting or accepting, any rebate or concession therefrom. It contains no provision for the prevention of unjust discriminations in tariff rates between different localities, or in the classification of freight, or between carload or less than carload rates, nor for protection against the continuance of rates unreasonable in themselves. These abuses can be remedied only by investing the Interstate Commerce Commission with the authority prescribed in the first section of the bill known as the 'Revised Elkins Bill,' this section having been stricken out when the bill was report-

ed by the Senate committee; and it is the belief of this committee that by concentrating its efforts upon this one provision, with the active co-operation of the several state vice-presidents of the National Hay Association and other kindred associations, its early enactment may be secured.

"I am directed by President Dexter to request you to take up this matter with the representatives in Congress from the districts comprised in your territory, and the senators from your state, in order to enlist their active support of this legislation.

"Yours very truly, G. A. McCOMB,
"Chairman Interstate Commerce Committee N. H. A.
"Lockport, N. Y."

SHORTAGE AND THEIR CAUSES.

Editor American Elevator and Grain Trade:—In regard to shortages of grain in transit, I beg to say that the writer has been identified with the grain trade for a number of years. We have, of course, several kinds of shortages; and in my experience, I find one which is more properly a shortage in claims only. In this case the shipper loads, say 40,000 lbs., and makes his draft on 41,000 lbs. This we will not discuss further, as the claim is not legitimate. I might use a stronger term; but any grain receiver knows what it means.

The second reason is on account of leakage and waste at the loading and unloading points. At the loading point, the grain is spilled out before the grain doors are put in. At the unloading point, much grain is left on the car floor. Especially is this the case when car floors have been repaired with heavy or thick lumber, so as to leave an uneven surface, thus preventing the shovels from getting all of the grain.

Third. Perhaps the largest and most frequent shortages occur when the cars, especially the grain doors, are in bad condition. Cars in this shape, after a few miles' run, spring leaks that are a constant drain to destination.

Fourth is the robbing of cars at terminals or destination. This is easily done after the car has been inspected. I will here add that it is not presumed that a shipper of grain would be so foolish as to load grain into a car above the grain door so as to spill the contents over the door; neither should the grain door be so high as to not permit of easy access by the inspector, otherwise he is compelled to knock off the top boards, and, of course, a leakage must be the result. About 18 inches of space should be left available for easy inspection. After inspection, if the car is resealed, a duplicate seal is usually used, and under this method a car may be opened and resealed a dozen times and no one be the wiser except the party resealing the same.

Now, Mr. Editor, if I had the remedy it would be a fortune to me. Here, however, is my idea. Railroad companies should furnish better cars; in fact, a grain car can be made of steel. In such a car there could be no waste. It is also an evident fact that the carrier is responsible for any loss in ordinary shipments of merchandise. Then why should they not be responsible for the loss of grain on account of poorly constructed cars, usually furnished without any grain doors?

Yours truly, X. RAY.

METHODS OF A CAREFUL SHIPPER.

Editor American Elevator and Grain Trade:—We are bothered very little with shortage, as our transfer house is equipped with car-load hopper scales kept in good condition. We weigh all grain before loading and send invoice to the consignee with certificate of weights, and require the consignee to have notation made on the paid expense bill where there is any leak discovered, and have the expense bill returned with statement for car of grain.

We are very careful in cooeping the cars, and use a center brace on the outside of the car door; and we generally double the door the first two or three feet from the bottom of the car. In most cases, the leakage reported to us has been around the king-bolt or at the end of the car, occasioned, we think, by rough handling of the car in transit.

Years ago we quit sending grain to markets

where the grain is unloaded on a team track. While there may be some railroad yards that weigh up all the grain that comes out of the car, we think the temptation not to is too great; so we avoid them. We prefer to ship to private elevator concerns where we can place the owner on his honor, rather than depend on any check-weighing system or supervision by a public weighmaster. Then the private elevator man can defend his own weights and does not have a supervising weigh-master, or a check-weighing system, to go behind in case of errors.

We believe that a large percentage of so-called shortage, which we hear so much complaint of, is mythical and exists only in the minds of the shippers who have either poor or no facilities for weighing their grain at the point of origin. We are aware of the fact that some elevators located at the terminal markets, used by shippers west of the Mississippi river, have blowers attached to their hoisting apparatus, which takes out considerable of the dirt before the grain reaches their hopper scales, which, of course, would occasion a shrinkage; but shippers well equipped with hopper scales should detect these houses on a limited number of cars; and as there are plenty of other buyers who will treat their customers honestly and fairly, there is no reason why the shipper should continue to sell where the weights are bad.

The most practical remedy, in our opinion, for this shortage question is: perfect weighing machines in your own elevator; a careful, practical man to cooper your cars; and clear and concise invoice with a thorough personal investigation when a shortage occurs. Although this may seem a little expensive at the time, we find that it has a good, healthy influence, and carries a prestige attained in no other way.

Yours truly, O. A. TALBOTT & CO.
Keokuk, Iowa.

INTERSTATE COMMERCE COMMISSION DECISION.

The Interstate Commerce Commission, in opinions by Commissioner Prouty, has announced its decisions of three cases brought by the city of Wichita to obtain relief from excessive freight rates.

In the first case (against the Atchison, Topeka & Santa Fé Railway Company and others) it was alleged that the rate charged by them on grain for export from Wichita to Galveston was unlawfully higher than the export rate on like traffic in force for the longer distance from Kansas City to Galveston, on some of which lines Wichita is an intermediate point. It appeared that competition, which does not exist at Wichita, actually controls and forces the rates from Kansas City, which are, nevertheless, remunerative to the carrier; but that the wheat rate of 30½ cents from Wichita to Galveston complained of is excessive, as applied to wheat and other kinds of grain, to the extent of two cents per 100 pounds. The Commission hold, therefore, that the export rates on grain from Wichita to Galveston are unreasonable and unlawful, and should be reduced in accordance with the finding; but that order can be directed only against the unreasonableness of such rate and not against the adjustability of export rates as between Kansas City and Wichita to Galveston.

The principle governing the decision in this case, the Commission say, is based upon decisions rendered by the United States Supreme Court, which hold in effect that where actual competition exists at the more distant point, which does not obtain at intermediate or nearer point, and where such competition has actually produced a lower rate at the more distant point, which the carrier cannot control and must meet to obtain a share of the business, neither the third nor the fourth section of the act to regulate commerce prohibits the disparity in rates at the shorter and longer distance points, provided that the longer distance competitive rate is remunerative and the shorter distance point rate is reasonable.

The other two cases refer to similar condition of

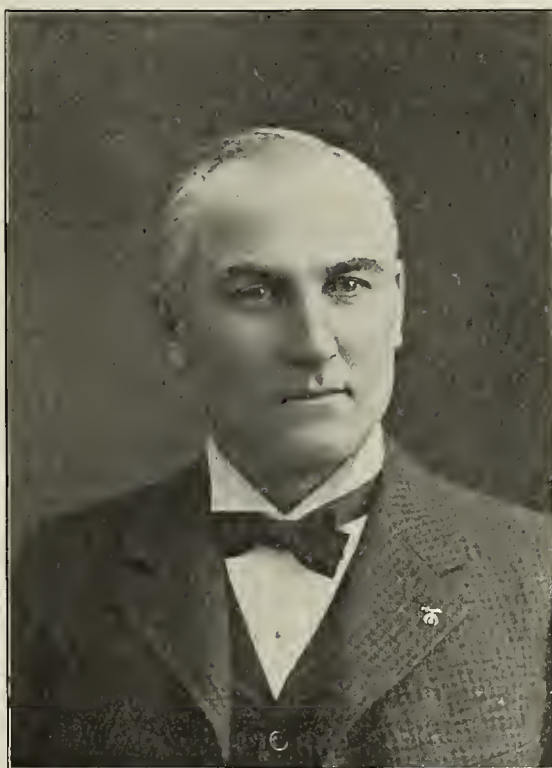
rates on coal and lumber. As to lumber rates, a similar conclusion is reached; but the coal rates are not found to be excessive.

DEATH OF O. T. HUYCK.

O. T. Huyck, who until October 1 was secretary of the South Minnesota and South Dakota Grain Dealers' Association, died at his home in Minneapolis, on November 14, from blood impoverishment; aged 46 years.

Mr. Huyck was taken ill last spring and compelled to stop traveling, and about June was confined to his bed for a short time. He rallied, however, and was able to resume his work, until October, when he again succumbed.

Mr. Huyck was a native of Illinois, but as a boy was taken by his parents to Iowa. After arriving at manhood he worked on a farm and taught school until 1884, when he went into the grain business in Davison County, S. D., with the Bassett-Hunting Company. He was later with the Spencer Grain Company, for whom he acted as manager of one of



THE LATE O. T. HUYCK.

their live of houses. He was in the employ of L. N. Loomis as manager when he resigned to accept the secretaryship referred to.

Mr. Huyck lived for a number of years at Mitchell, S. D., where he was for a time chief of police. He was a member of the Masonic Fraternity. He leaves a family.

RAILWAY REFORM IN OHIO.

In accordance with a motion made at the October meeting of the Ohio Grain Dealers' Association by D. W. McMillan, the legislative committee has prepared a circular in which is quoted the Missouri law on liability of common carriers, and an abstract of the Virginia car service rules (a fuller abstract of which appeared in these columns, p. 264, November issue), together with some suggestions to legislators. The committee say that they will present to the Ohio Legislature this winter, in the interests of all branches of business to be benefited by the proposed legislation, bills embodying in substance the subject matter shown in said circular. The committee asks the grain men to take this matter up personally and at once with the members elected from their counties and urge upon them the necessity for and the fairness of such laws, and to get each man to commit himself favorably to them if possible, as well as to get some of the influential farmers and all lumber, coal, stock and hay shippers and dealers to see members-elect to the legislature, and to demand the passage of these laws. The committee say: "Success depends wholly on the effort the grain dealers make. If they work unitedly and earnestly they

can secure whatever is fair and just from the law-making body."

The circular above referred to, which is signed by E. W. Seeds, J. B. Van Wagner and Willis Jones, contains the following:

MISSOURI LAW, Chapter 14, Sec. 598.—Liabilities of Common Carriers.—Whenever any property is received by a common carrier to be transferred from one place to another, within or without this state, or when a railroad or other transportation company issues receipts or bills of lading in this state, the common carrier, railroad or transportation company issuing such bill of lading shall be liable for any loss, damage or injury to such property, caused by its negligence or the negligence of any other common carrier, railroad or transportation company to which such property may be delivered, or over whose line such property may pass; and the common carrier, railroad or transportation company issuing any such receipt or bill of lading shall be entitled to recover, in a proper action, the amount of any loss, damage or injury it may be required to pay to the owner of such property, from the common carrier, railroad or transportation company, through whose negligence the loss, damage or injury may be sustained.

Suggestive Points.—Under present Ohio statutes there is no definite statement of the liability of a railroad beyond its own line; and its bills of lading usually are so made as to try to limit the liability in this way, and thus force the shipper of goods that have arrived at destination in a damaged condition to discover the particular road on which the damage occurred and make his collection from that road. If you contracted with your neighbor Jones to deliver a horse for you safely at some distant point, and he took it part way and then turned it over to Smith to complete the journey, you would enforce your contract with Jones, if Smith failed to faithfully perform his part of the service, because Jones is the party with whom you made a contract. Why should a railroad corporation be treated differently from an individual in a matter of this kind?

VIRGINIA CAR SERVICE RULES.—The car service rules, which are about to be put in force by the corporation commission of the state of Virginia, require shippers, or receivers, to pay demurrage of \$1.00 per day on cars, under certain conditions: (1) For failure to load a car within 48 hours after it is furnished. (2) If shipper fails to commence loading a car within 48 hours after it is furnished, the railroad may remove the car and collect from the shipper \$2.00 to cover the 48 hours which the car has been standing. (3) For failure to unload a car within 72 hours.

They require the railroad companies to pay demurrage to the shipper, or receiver, as follows: (1) On cars ordered which they fail to furnish within four days after order is given. (2) On cars not moved forward 50 miles per day after bill of lading has been issued. (3) For failure to notify a consignee of arrival of a car within 24 hours. (4) For failure to set cars for delivery within 24 hours after arrival at destination. The rules seem to have been worked out in detail very fairly and the ground seems to be well covered by the twenty rules which they have established and published.

Suggestive Points.—Car service charges, as they now exist, are entirely of the jug-handle variety. The shipper, or receiver, does all the paying for failure to perform reasonable requirements. The railroad may do entirely as it pleases, without regard to the desire, inconvenience, or loss to the shipper. Fairness will suggest that reasonable requirement from both parties should be made under like penalties. We believe the enforcement of car service charges against shippers has benefited both railroads and shippers and we feel sure that the enforcement of such rules against the railroads will be of material advantage to both.

We understand that in Texas a law is now in force with a penalty of \$50.00 attached to both railroad and shipper. The result of this, the shippers say, is that they *always* get a car when they order one and they *never* fail to load it when furnished.

The Western Grain and Provision Exchange, a bucket shop at Butte, Mont., and elsewhere, failed on December 4, leaving the Butters in the hole for a large sum.

The Mississippi State Board of Railway Commissioners have established a flat rate of 3½ cents per hundred on grain and grain products from Vicksburg to Meridian.

The Board of Classification of the United States General Appraisers on November 22 decided that millet seed in its natural condition, not hulled or cleaned, is free of duty as a species of grass seed, under paragraph 656 of the Dingley Tariff Act. The case came from San Francisco, where the collector had assessed a duty of 30 per cent.

A DINNER WITH THE CHICAGO BOARD OF TRADE WEIGHING DEPARTMENT.

One of the most delightful midwinter events that has occurred in Chicago grain circles was the dinner given by Chief Weighmaster H. A. Foss of the Chicago Board of Trade to his employes on the night of December 12. This custom was inaugurated just a year ago and those who were privileged to attend the dinner at that time were both surprised at the numerical strength and high standard of intelligence of the Chicago weighing department and delighted with the good cheer that radiated from the genial chief to be reflected in enlarged cycles from everyone present.

This year the success of the first dinner was duplicated and augmented. The night was bitter cold and falling snow and a lowering temperature undoubtedly kept away some who would have otherwise been present. W. T. McCray of Kentland, Ind., ex-president of the Grain Dealers' National Association, railed in from Logansport, and while his train was late he was yet able to be seated at an early stage of the dinner. L. B. Cortelyou, of Muscotah, Kansas, president of the Kansas Grain Dealers' Association and second vice-president of the Grain Dealers' National Association, was less fortunate, the Rock Island train bearing him being twelve hours late, so that the best he could do was to be in at the finish. But he was none the less cordially welcomed when he did come. The other guests from out of town had fortunately allowed themselves plenty of time so they arrived early.

THE DINNER.

The entertainment was given in the banquet hall of the Victoria Hotel at Michigan Avenue and Van Buren Street, and at half-past seven more than a hundred of the employes of the Board of Trade weighing department, together with a score of guests, sat down to partake of a most excellent bill of fare which had been carefully arranged as a chef-d'oeuvre of one of Chicago's best hostesses. The table was in the form of two L's joined at the base, the guests occupying the lower end at the right and left of the host. The decorations were roses and ferns, and during the midst of animated conversation and bright sparkle of bon mots among the weighmen who were enjoying a congenial evening, and the guests, a company of musicians played popular airs. The dinner card was an artistic affair, decorated with a golden bag of presumably No. 1 hard wheat, tied by a white satin ribbon to the upper left hand corner, and it had also printed thereon, besides the menu, various mottoes appropriate to the occasion. A list of the guests who were present follows:

LIST OF GUESTS PRESENT.

R. G. Chandler, President Chicago Board of Trade.
William S. Warren, ex-President Chicago Board of Trade.
Capt. I. P. Rumsey, ex-Director Chicago Board of Trade.
Fred W. Smith, Chairman Board of Trade Weighing Committee.
George S. Bridge, member Board of Trade Weighing Committee.
Sam Smith, Assistant Chief Grain Inspector.
Edward Layman, Assistant Cashier Illinois Trust and Savings Bank.
Charles Phenix, Assistant General Traffic Manager Illinois Central.
C. L. Rising, Commercial Agent, Chicago, Milwaukee & St. Paul.
Thomas Wilson, Assistant Secretary, Nelson Morris & Co., Chicago.
H. S. Grimes, Portsmouth, Ohio, President of the Grain Dealers' National Association.
George A. Stibbens, Chicago, Secretary of the Grain Dealers' National Association.
Warren T. McCray, Kentland, Ind., ex-President of the Grain Dealers' National Association.
G. H. Miller, Chicago, Manager Grain Shippers' Protective Association.
L. Cortelyou, Muscotah, Kansas, President of Kansas Grain Dealers' Association.

A. F. Brenner, Minneapolis, Minn., President of the South Minnesota and South Dakota Grain Dealers' Association.

George A. Wells, Des Moines, Iowa, Secretary Iowa Grain Dealers' Association.

H. I. Baldwin, Decatur, Ill., Treasurer Illinois Grain Dealers' Association.

L. T. Hutchins, Sheldon, Ill., President Eastern Illinois Grain Dealers' Association.

Geo. Beyer, Decatur, Secretary Illinois Grain Dealers' Association.

John E. Bacon, representing the "American Elevator and Grain Trade," Chicago.

AFTER DINNER.

With the coming of coffee and cigars, Mr. Foss, as host of the evening, called for order, and, after a few warm words of welcome to his employes and guests, begged for the privilege of spending a few moments in talking shop. He spoke of the high character of the work demanded of his men, and said that the success of the department was largely a question of their efficiency and their good services. He congratulated them on their record for the past year and bespoke their co-operation with him for the maintenance of a high standard for the coming year. His remarks were received with applause. H. S. Grimes said that before the speech-making began he had a message to communicate from Mr. J. L. McCord of Columbus, Ohio, Secretary of the Ohio Grain Dealers' Association. Mr. McCord regretted his inability to be present at the dinner, but he sent two cigars (one of extreme size and one of extreme smallness), the large one to be given to the man who made the best speech and the small one to the man who didn't speak at all. Mr. Grimes turned the cigars over to the host to be awarded by the judges after the speeches were over. A letter received from J. A. King, Nevada, Iowa, President of the Iowa Grain Dealers' Association, was read by Assistant Weighmaster A. E. Schuyler. During the evening a monologue was given by Mr. Hamlin, who has for some time been a favorite at state meetings of grain dealers' associations. One of the hits of the evening was L. T. Hutchins' rendering of "Brown's Haircut," and all of the speeches were received with hearty applause.

SPEAKERS.

During the evening speeches were made by the following gentlemen in the order named:

A. F. Brenner, Minneapolis, Minn.
L. T. Hutchins, Sheldon, Ill.
H. S. Grimes, Portsmouth, Ohio.
Charles S. Clark, Chicago.
John E. Bacon, Chicago.
Wm. J. Flanagan, Chicago.
George A. Wells, Des Moines, Iowa.
C. F. Kefer, Chicago.
Charles A. McArthur, Chicago.
George A. Stibbens, Chicago.
Wm. S. Warren, Chicago.
G. W. Metcalf, Chicago.

The evening ended with the presentation of a beautiful cut-glass bowl to Fred W. Smith, chairman of the Chicago Board of Trade Weighing Committee, whose term expires in January. The presentation speech was made by C. F. Mills of the Chicago Board of Trade weighing department, who alluded to the services which Mr. Smith had performed for the department and to the warm feeling which the department had for him. It was an expression of their good will and a testimony to the cordial relations which had existed between the Chairman of the weighing committee and the department during his term of office. He assured the chairman that the good wishes of the department would continue with him after his retirement.

Mr. Smith was very much surprised at being the recipient of such a present and such hearty show of appreciation, but thanked the donor and the department in fitting words for the gift and the kind expressions which had been showered on him. He said the regard was mutual, and that he would always retain kindly remembrances of the boys of the weighing department.

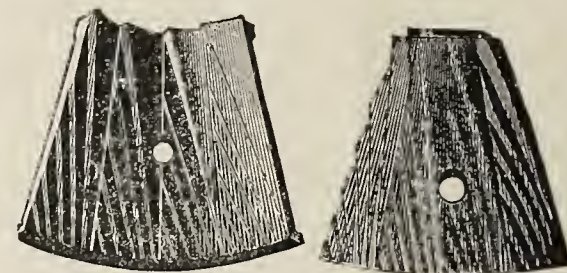
As the hour was now late the Chief Weighmaster said it was time to bid his guests good-night, and so

amidst warm hand clasps and expressions of good fellowship a most pleasant evening ended.

THE BOWSHER FEED MILL.

Almost all manufacturers of machinery refer intending purchasers to users of their product; or, when the purchaser is at a distance, submit testimonial letters. In sending us printed matter regarding their mills, the N. P. Bowsher Co., South Bend, Ind., call attention to the letters received from users. The peculiarity of these letters, making them different from the stereotyped forms of "recommends," lies in the fact that they are from men and firms who have used the mills a good many years, from three to ten, and most of them are from men who have used the mills on an extensive scale.

These men are all practical and progressive. Some bought the Bowsher Feed Mill after trying several other makes, and they have always been



(Stationary.) Grinders. (Runner.)

on the lookout for their own best interests, and after years of use recommended the Bowsher Mill without hesitation. We notice one large cattle feeder ground 78,000 bushels of ear and shelled corn in one year; another ground 150,000 bushels in sixteen months; another sticks to the Bowsher after having tried four other makes. A miller in Ohio writes he can grind a wagon load of corn almost as soon as the farmer can drive to the next door and get ready to take it away.

Testimony of this kind is certainly a source of the highest gratification to the manufacturers, and presents a subject of seasonable reflection for any of our readers contemplating the purchase of a feed grinding mill.

The Bowsher mill is different from others in the peculiar shape of its grinding plates, which are conical shaped and put on in sections. Both runner and stationary sections are shown in the cut herewith.

The manufacturers will be glad to send full descriptions and any other information desired. Address the N. P. Bowsher Co., South Bend, Ind.

A winter corn show will be held at Lincoln, Nebr., by the State University on January 18-21, at which \$900 in prizes for corn will be offered, the winning exhibits to go to the St. Louis Exposition.

The unusually large wheat crop in the Argentine Republic has created an abnormal demand for burlaps, and consumers there, having bought up all that could be had both in Calcutta and Dundee, cabled to the New York market for what it could spare. The result has been that New York sellers exported more than 5,000,000 yards of burlaps to Argentine during November.

Another corn trophy has been put up in Iowa, offered by A. E. Cook of the Brookmont Farms, at Odebolt, to be awarded to the grower of the best ear of corn of any color. The trophy is of glass and bronze thirty-six inches in height. It consists of a pedestal on which are mounted three glass cylinders. These cylinders will contain the actual ears of corn which carry off the chief honors each year. On one side of the cylinders stands a bronze statue of an Indian chief, dressed in full war regalia, representing the original conditions in the corn breeding belt. On the other side is a bronze statue of Charles Willard Cook, who purchased the Brookmont Farms when Iowa was wild prairie. Capping the trophy is a bronze globe supported by bronze American eagles. The globe shows a map of the world, with the state of Iowa in relief, emphasizing the place Iowa holds in the development of corn culture.

MEETING OF GRAIN DEALERS AT ST. JOSEPH.

A joint meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, the Kansas Grain Dealers' Association and the Nebraska Grain Dealers' Association was held at St. Joseph, Mo., on the afternoon of January 20. Considering the important subjects to come before the meeting, outlined in the call, the attendance was not what had been expected, and this fact was mentioned by D. A. Hunter, president of the Union, in his opening remarks and brief address of welcome.

Following President Hunter, Secretary E. J. Smiley of the Kansas Association was introduced, who, among other things, said:

I am grateful for the privilege of being permitted to present to this convention of grain dealers several subjects that we deem of special importance to the trade. Numerous complaints have been filed with me the present season of the transportation companies refusal or neglect to furnish equipment sufficient to handle shipments tendered by them and the negligence of the companies to move grain after loaded. There is no doubt but what the demands made on the transportation companies the present season are greater than ever before in a single crop year, and in excess of their ability to comply with, but viewing the situation from a disinterested standpoint, few of the companies in our state have apparently made an effort to improve the existing condition and as a result shippers have lost thousands of dollars. Every other class of freight takes precedent over grain for the reason that grain is dead freight, and, as the traffic managers suppose, they will secure the haul whether they furnish the necessary equipment when ordered or not.

The usual excuse given by the traffic managers of the lines throughout Kansas for not being able to furnish the necessary equipment to move the grain tendered is on account of the large crop produced and the desire on the part of the farmers to deliver the bulk of the grain direct from the thrasher to the station. But this is not the only complaint the shippers make. They allege that after cars are loaded and bills of lading issued, cars are allowed to remain on side tracks at point of origin or some side track between point of origin and destination an indefinite period, in many instances causing material losses to the shipper. Whatever the reason may be, many shippers have sustained material losses on account of the grain heating while in transit or a declining market.

We think that any excuse the companies may make for the delaying of grain in transit after issuing bill of lading for same is lame. Shippers have the right to expect of the transportation companies as common carriers the prompt handling of grain after issuing bill of lading, and there should be some action taken at this meeting that will tend to bring about the desired result.

A number of shippers throughout the state of Kansas have filed complaints with the Board of Railroad Commissioners praying them to issue an order compelling the operating departments of the different Kansas lines to furnish necessary equipment for loading and to move loaded cars promptly. In several instances several such orders have been made, but no attention has been paid to them. It would appear that a part of this unnecessary delay is caused by the transportation companies not furnishing tracks designated as hold tracks at terminal markets especially Kansas City. A delegation from the Kansas City Board of Trade appeared before the State Board of Railroad Commissioners on Wednesday, November 11 to request the Board to adopt a rule requiring the railroads entering Kansas City from the West to designate a hold track where grain cars could be concentrated to await the state grain inspectors. All shippers should be interested in this matter, because of the fact that the adoption of such a rule would relieve them of demurrage and insure them against long delays in railroad yards which mean a heavy loss because of the fluctuating markets.

The rule will provide in the event of its adoption that the railroads must designate a track as a hold track on which cars must be placed and if not placed on such track the roads will not have the right to charge demurrage. Mr. J. W. Radford, Chief Grain Inspector, states that it is not infrequent for cars of grain to stand in the yards for a number of days before they were found and inspected, and in many instances it was equally as long a time before they were removed to elevators and unloaded. In the opinion of Mr. Radford, if such an order was made, it would prevent a congestion of cars in the yards and would prove a great advantage not only to the shipper but to the transportation companies. The Board of Railroad Commissioners have made such an order in both St. Louis and Kansas City which has already become effective.

We understand from an official source that the U. P. Ry. has agreed to set aside a sufficient number of tracks which will be designated as hold tracks and that grain billed to Kansas City would be placed on these tracks and the consignee promptly notified on the arrival of the grain. As there are shippers here from Iowa, Missouri, Nebraska and Kansas and all being equally interested in this matter, would it not be well for the chair to appoint a committee to wait on the general freight agents of the lines entering Kansas City and endeavor to lay this matter before them in such a

manner that they would grant what we would term a reasonable request.

Another matter of especial interest to the grain trade, especially those located in the corn district, is the matter of delayed reinspections on the Kansas City market. Doubtless all of you will remember the agitation of a rule of the Kansas City Board of Trade relative to delayed reinspections on the Kansas City market last February. A majority of the receivers, members of the Kansas City Board of Trade, succeeded in having a rule passed requiring the buyers to receive or reject the grain on sale within 24 hours from time of sale. The nearest they could come to having this rule made effective was that it was modified by having the words, "Unless otherwise agreed," read into the rule. I beg to quote you from the amended rule Sec. 9, Art. 15 of the Kansas City Board of Trade:

"Unless otherwise agreed, purchasers of commodities sold in carloads on the open board during trading hours, or cars bought of members on Kansas City terms to arrive and samples delivered during trading hours (but not including deliveries from Kansas City elevators), may have such cars sampled by an official sampler."

Acting on my suggestion a number of shippers wrote their commission men as follows:

"Please bear in mind that any and all grain that we may hereafter consign to you must be sold under the new rule relative to inspections, and that the words, 'unless otherwise agreed,' must not be applied to any of our shipments."

The following, in most instances, is a reply to this direction:

"We have your letter and note your instructions with reference to the sale of your grain. We will, of course, be glad to comply, but we want to advise you that there is not an elevator in Kansas City that would buy car of grain excepting on the old term, rule; that is, the grain must be like grade and sample on arrival at the elevator. We could probably sell a reasonable amount of grain for shipment or to buyers outside of the regular mills and elevators on terms you demand. We rather think it would be advisable for the shippers in the country to leave matters of this sort to the commission man; considerable sacrifice in price might be necessary to follow out your instructions in every instance."

After this rule was modified the majority of the buyers signed a notice to the effect that they would buy only on old terms which meant that the grain must reach the elevator or warehouse and be subject to their examination before accepting same. You will note that, as far as Kansas City buyers are concerned, they ignore the new rule and take advantage of the three words, "unless otherwise agreed." A number of our members have reported to me lately that they have sustained material losses on account of grain being detained between the time of its arrival in Kansas City and delivery to the elevator.

In a circular issued August 28 I recommended to our members that they write to their commission firms protesting against this rule and insist that their consignments be sold under the new rule. Owing to the fact that all of the principal markets of the country, with the exception of Kansas City, compel purchasers of grain to accept or reject same before 1 o'clock the next business day and succeed in enforcing such a rule, we are at a loss to understand why such a rule cannot be enforced by the members of the Kansas City market. A member of the Kansas City Board of Trade lately assigned as a reason why such a rule could not be enforced was on account of the negligence of the transportation companies to move the stuff promptly after ordered to the elevators. The transportation companies on the other hand claim that the sellers of grain are negligent in giving orders for its disposition, and that there is not sufficient elevator capacity in Kansas City to promptly handle the volume of grain arriving at that market.

Whatever the cause may be it is time that the shippers made a thorough investigation of the situation and demand better service. As shippers we are only exercising our rights in making a thorough investigation in order to place the blame where it belongs. If the transportation companies are entirely at fault, they are liable to the purchaser of the grain for whatever loss he may sustain. The shipper, being located at interior points, in many instances far from the terminal market, is not aware of the way his grain is being handled, and causing him loss; while the receiver, or purchaser, of this grain can, if so disposed, ascertain that the grain is being delayed and notify the line of road in whose care grain is; and if the grain deteriorates in quality account of this delay they will hold them responsible. It has been suggested to the writer by a number of shippers that the members of the Kansas City Board of Trade be notified that unless they can handle the grain promptly entrusted to their care that they will be compelled to find another market.

Some weeks ago I mailed a circular enclosing copy of circular issued by the weighing committee of the Merchants' Exchange in which they advised that all of the elevators and mills of St. Louis and East St. Louis had agreed to permit a Merchants' Exchange weigher to check the weights of all grain received. I strongly suggested in the circular mailed you, that when shipping grain to the St. Louis market you insist on Merchants' Exchange weights. Since issuing this circular we note in the columns of the press that the Board of Railroad Commissioners of the states of Missouri and Illinois had notified the officials of the different exchanges that they would not longer be permitted to check the weights of the public elevators in Kansas City, and St. Louis, Mo., and East St. Louis, Ill. It now remains to be seen whether this order will be obeyed and the Exchange weighers permitted to check the weights.

From evidence in my possession there is no ques-

tion but that there is something radically wrong with the weights taken in St. Louis. I beg to quote you from a letter received from a prominent shipper operating a line of stations, having a large and well equipped elevator, through which the grain originating at country points passes and is weighed out over an 80,000-lb. capacity hopper scale before being forwarded to destination. This letter bears date of November 2:

"We note your circular referring to the weighing of grain at St. Louis. There certainly ought to be a change made in their system there. We have been shipping a great deal of wheat to St. Louis this fall, but our shipments have been nearly equally divided between Chicago, Kansas City and St. Louis; and to show that something is wrong with their weighing system, we give you the return weights on the last 20 cars heard from to October 20. The average shrink on the 20 cars to Kansas City was 147 lbs.; to Chicago, 161 lbs.; and to St. Louis, 596 lbs. Our heaviest shrinks have been on cars to the ——— Mill Co. We nearly always had heavy shrinks on the cars that went to them. We are not the only grain dealers that are complaining of the weights of the ——— Mill Co., St. Louis."

Owing to the fact that these people have the best facilities that money can purchase for weighing grain, the comparison they make between Kansas City, St. Louis and Chicago shows conclusively that something is wrong.

I note in the columns of the press that the Board of Railroad Commissioners of the state of Missouri notified the public elevator owners and operators in both Kansas City and St. Louis that they would not allow the deduction of 3 lbs. per M. to be made in St. Louis houses or the 100 lbs. per car to be taken in Kansas City. There is no law on the statute books of the states of Missouri or Kansas permitting elevator concerns to make these deductions, but, as stated by a prominent member of the Kansas City Board of Trade, it had become a custom, and he thought that the shipper should be willing to allow this deduction to be made. This is a question that has long agitated all millers and country shippers; but we feel quite sure that they have never been convinced that this deduction should be made.

The questions I have just mentioned are certainly of vital importance to every grain dealer in attendance at this meeting and in order to remedy and improve these conditions it is necessary for us as individuals and an Association to constantly agitate the matters referred to; and we will eventually secure what we are entitled to—better service.

George A. Stibbens, secretary of the Grain Dealers' National Association, next addressed the meeting and expressed the opinion that the best way to put an end to the evils in terminal markets was to call meetings of secretaries at those markets where a little missionary work was needed, and by the influence which these officers could exert, bring about necessary reforms.

Mr. Stibbens also called the attention of shippers to the bad practice of loading cars which needed cooping, and said that he had tabulated the cars which had been received out of condition at Kansas City and Chicago during the month of October. The notations were as follows: In Chicago there was a total of 3,735 bad order cars, of which leaking over grain doors there were 584; leaking at side of cars, 546; leaking at end of cars, 765; leaking car boxes, 647; total cars weighed, 28,000, making one leaky car in every eight, or an average of 13-13 per cent of leaking cars.

In Kansas City there was a total of 1,967 bad order cars, of which there arrived without seals 542; leaking at grain door, 215; leaking at other places, 1,210; total cars weighed, 4,902, making one leaky car in every 21½ cars, or an average per cent of 40%.

Mr. Stibbens said that there were more shortages caused by cars leaking in transit due to bad condition than to any other cause, and that it would pay dealers to cooper carefully all cars which needed attention before shipping.

J. R. Mentzer, state supervisor of weights at Kansas City, Kan., spoke upon conditions of weights in that market.

George A. Wells, secretary of the Iowa Grain Dealers' Association, said that the best way to redress existing evils in the trade was by a more complete organization of the national and affiliated associations. The prestige of all these various bodies would do more than the smaller associations could ever accomplish singly. Reforms come slowly, but often when things seemed pretty dark they are probably just getting brighter. The question of weights in the Southwestern market was evidently a hard proposition and would take time to be remedied.

O. A. Cooper of Humboldt, Nebr., spoke well of Kansas City weights for the past six months.

There was, however, a much larger per cent of cars marked "leaking" that went to Kansas City or St. Louis than of those going to Chicago. He considered the re-inspection policy at Kansas City as very unjust to shippers.

J. C. Gregg of St. Joseph thought it would be a good idea for country shippers to notify their state secretary of all shortages that occur with the understanding that the secretary take up the question with the parties to whom the grain is delivered, the latter to investigate the cause and report to the secretary and the secretary back to the shipper. In that way they would be able to learn where the shortages occurred.

Grant Howell of Topeka said that it had grown to be the regular thing that some houses always brought returns of shortages, while at others the shortages were small or none.

After further discussion the meeting adjourned.

CONVENTION NOTES.

If you didn't get rich it was because you didn't use C. A. Dayton Grain Co.'s "sure thing" tips on the market.

The visiting grain men were the guests in the evening at a dinner given by the Board of Trade in the Monroe club rooms. At 9 o'clock cigars were passed and F. P. Gordon, president of the St. Joseph Board of Trade, as toastmaster welcomed the dealers to St. Joseph; to which J. C. Gregg responded.

Others responding to toasts were: Messrs. Stibbens, Wells, Bacheller, Motter and Smiley.

The attendance was as follows: Nebraska—J. M. Norton, Hastings; D. A. Cooper, Humboldt; P. S. Heacock, Falls City.

St. Joseph—C. A. Dayton, H. Lichtig, C. V. Fisher of C. A. Dayton Grain Co., F. P. Gordon, V. Gilpin, P. P. Shaw, W. H. Whimple, Isaac Motter, J. C. Gregg, P. J. Mathews, R. M. Davis.

Iowa—D. Hunter, Hamburg W. E. Riggs, Kent; J. W. Shambaugh; F. L. Blair, Geo. E. Morton, J. W. Berry and J. M. Miller, Clarinda; O. A. Talbott, Keokuk; Jas. Morton, Creston; George A. Wells, Des Moines; G. H. Currier, Prescott; Wm. Hewitt, Lenox; F. Taylor, Corning; W. B. Allen, Conway.

Kansas—J. R. Glenn, Robinson; R. B. Gibbs, Morral; E. J. Smiley, Topeka; J. Starbuck, Horton; Grant Howell and A. H. Bennett, Topeka; C. E. Sheldon, Powhattan; B. C. Ragan, Falls City; F. P. Lint, Atchison; W. Salisbury, Hiawatha; C. M. Burkley and F. J. Smith, Hamlin; E. N. Bailey, Baileyville; Oliver Denton, Leavenworth; R. Antle, Atchison; E. J. Small, Atchison; John R. Metzger, Kansas City.

Missouri—Ed Krusc, Higginsville; F. W. Walters, Corning; Geo. R. Jones, Phelps City; W. E. Zeiler, Kansas City; M. Varner, Odessa; A. H. Bailey, Forest City, J. T. Christian, Rockport; H. F. Leet, Marysville; J. M. Scammon, Tarkio.

Oklahoma—Col. C. T. Prouty and J. C. Robb, Kingfisher.

The Minneapolis Chamber of Commerce has appointed an official sampler of grain, seeds and mill-stuffs, who will be paid by fees.

Corn is now coming to market from the great Kankakee swamp country in northern Indiana and Illinois which three years ago was under water. A tract of 50,000 acres has been drained, on 5,000 acres of which was grown last season as fine corn as can be found in Illinois at 70 to 80 bushels per acre.

Coast farmers are holding their wheat, refusing to sell at prevailing prices, 60 cents for club and 64 cents for bluestem. Exporters' agents say that even at 60 cents they cannot afford to buy wheat for export. In the meantime the wheat is going into the warehouses, the farmers refusing to be frightened by predictions of a decline to 57 or 55 cents. Practically no oats have been sold. Farmers will not sell at the prevailing price of about 85 cents per 100 pounds, but insist that they will get \$1 per 100 pounds before the holidays. As a rule, they have fixed 75 cents per bushel as the price at which they will sell their wheat.

COMMERCIAL EXCHANGES VS. BUCKET SHOPS.

[A circular letter addressed to the trade on November 20, by Geo. H. Phillips of Chicago.]

A very recent decision by Judge Shiras, of the United States Circuit Court of Appeals, to the effect that speculative trading on the Chicago Board of Trade was virtually gambling and some few market letter comments on the methods of the elevator people display a very surprising ignorance of board of trade business in connection with which the elevator interests,

Board of Trade methods make possible transactions, as to which in the minds of *one party* to them, there may be *no intention* other than that of *gambling*; but "it takes two to make a bargain," and where one party to the transaction is honest in his intention, the transaction is legitimate. For instance: A person not a member of the Board of Trade may become possessed of information that leads him to believe the ruling price of wheat is about to be advanced, and sends an order to a Chicago Board of Trade commission merchant to buy 10,000 bushels of wheat for future delivery (say on December 1st buys 10,000 bushels wheat for May delivery), and has no intention of keeping possession of the contract until it matures, but intends to dispose of the contract (sell it out) before maturity. In other words, he does not contemplate the delivery of the wheat, but has decided to bet that the market for "May" wheat will advance within a week or two, and that, if it does or does not, he will close out the contract at that time. The nature of such a transaction, *so far as this one man's mind is concerned*, there can be no question about; it is a gambling transaction—just as much so when the transaction is through a regular Chicago Board of Trade commission merchant as when through a bucket-shop proprietor.

But this *intention* of the principal does not make the transaction a gambling one, for the very good and sufficient reason that the Chicago Board of Trade commission merchant made a contract *for his account* to take and pay for in May (the day of the month on which the delivery is made being optional with the seller) 10,000 bu. of contract wheat, and the other party to the contract knows before he contracts to deliver the wheat that he must deliver it when the contract matures. If this principal orders the contract disposed of the day after it is made, or the week after, or two weeks after, or at any time before the maturity of the contract, the commission merchant disposes of it by *making another contract* to deliver 10,000 bu. of contract wheat in May to some other Board of Trade commission merchant. This being done, the commission merchant *assumes both contracts and lets his customer out*, paying him any profit there may be after deducting the commission. This releasing the customer from further liability does not, however, signify that the contracts have been finally closed, *nor that there is no remaining liability*. All transactions being based upon the actual delivery of the grain, the final settlement of these contracts may be made only when the grain is actually taken in on the one contract and delivered out on the other.

Open contracts between Board of Trade members are sometimes, by common consent, closed without the actual delivery of the grain. For instance: To-day I buy for your account 10,000 bu. May wheat at 77c from Armour & Co., who sold it and 90,000 bu. more as a "hedge" against a purchase of 100,000 bu. of Kansas No. 3 hard winter, bought at Topeka, Kansas, for shipment to Galveston. Day after to-morrow, the market having advanced to 79c, you give me an order to sell the 10,000 bu., and I sell it to McReynolds & Co., who are filling an order for a customer, which customer, next day, gives McReynolds & Co. an order to sell at 79½c, and the sale is made by that firm to Armour & Co., who are buying 50,000 bu. May wheat, having sold 50,000 bu. Kansas No. 3 hard winter at Galveston for export and are removing their "hedge."

Now, let us see "where we are at." I have 10,000

bu. May wheat bought of Armour and sold to McReynolds & Co.; McReynolds & Co. have 10,000 bu. May wheat bought of me and sold to Armour & Co. There being no need of leaving these contracts open until May 1st and closing them by a delivery of the wheat by Armour & Co. to me, by me to McReynolds & Co., and by McReynolds & Co. to Armour & Co. again, the trades are *offset* or *settled* through the medium of the Board of Trade Clearing House, both McReynolds & Co. and I collecting from Armour & Co. the profit in our transactions, Armour & Co. having lost 2¼c per bushel on their "hedge," but having, no doubt, made more than that on their Kansas hard winter wheat.

Every transaction in grain or provisions made through a Chicago Board of Trade commission house is *bona fide*, and helps make the market; while transactions made in bucket-shops do not influence the market. *The bucket-shop proprietor "bets" you that you can't guess what the future quotations to be established by the Chicago Board of Trade transactions will be.*

Supply and demand always make the price. The supply of grain available to the investors in grain futures through the regular channels, the boards of trade, is very much larger than would at first thought seem possible. In strict truth, there is never available more than the stocks of contract grain in public warehouses, but as the investors so generally prefer a contract for future delivery to the cash grain, small stocks of contract grain usually suffice to satisfy all contracts. The total supply available is made up of grain in many positions and of many grades. The total visible supply is generally supposed to be "hedged" by sales of contract grain for future delivery. Besides this, the country grain dealers do an immense amount of "hedging," and in not a few instances farmers "hedge" a growing crop of grain by making a sale for future delivery.

The visible supply is made up of stocks of grain of all grades at all accumulative centers. The Minneapolis millers may own 25,000,000 bu. of wheat, half of it already into flour, the wheat in their mills in Minneapolis elevators, in transit, in cars, in country elevators, and some not yet delivered to the country elevators by the farmers, but contracted for by the country grain buyer and sold to the Minneapolis miller "to arrive;" the flour in their mills, in transit to and stored in their warehouses in the large cities throughout the United States. All this wheat and flour is "hedged" by sales of "contract wheat" for future delivery.

An advance in the price of the contract wheat occasions a like advance in the value of the flour and the wheat from which flour is to be made. A decline in the price of contract wheat occasions a decline in the value of flour and the wheat from which flour is to be manufactured. If a loss is sustained on the "hedges," a corresponding gain is made on the flour; if a loss is made on the flour, a corresponding gain is made on the "hedges;" the margin of profit in the manufacture of the flour being thus secured against a decline in wheat values. What is true of the operations of Minneapolis millers is true of millers everywhere.

Next in importance to the manufacturers of flour we have the operators of elevators located in these great accumulative centers. These elevators have a capacity of a great many million bushels. These operators buy grain upon its arrival at market and "to arrive," and "hedge" *all their purchases* with sales of contract grain. And right here I want to say that to the elevator operator is left the burden of supplying the contract stocks which are to be a protection to the whole immense grain trade. Up to this time they have accepted this task, with all that goes with it in the shape of *profits, losses and hard names*. There are two classes of elevators, public and private; and the operators of one are in most cases closely affiliated with the operators of the other. Very little of the grain arriving at primary markets grade contract upon arrival; and together with the "off grades," a large percentage of the contract grades goes to the private elevators where *the whole lot is "handled" to the best advantage*. Generally as much as can be is made

into the contract grade and put into the public elevators to be delivered on contracts. The balance is moved into consumption, the "bedges" being taken off as the grain is sold.

The importance of having liberal stocks of contract grain can be readily seen, and were the elevator operators *too heavily handicapped* in their efforts to supply them and the trade made dependent upon the regular arrivals of contract grain, it would create a condition of chaos. With no contract stocks there could be no hedging, and with no selling by hedgers there would be nothing to supply the demands of buyers; and it is very evident that there would shortly be no trading in futures. Millers would buy wheat at prices that would guarantee them a profit in their flour, and the distributors of the surplus supplies during the times of free movement to market would be careful to buy on a margin that would leave no doubt as to their ability to sell at an advance. Prices would be very low when receipts were heaviest, which would be on the first movement from a crop, and highest when receipts were lightest, or when the bulk of the crop had been disposed of by the farmers.

With no trading in futures, long ago a great trust would have been formed to control the grain trade.

A PESSIMISTIC VIEW.

The decline in grain exports since 1901 was the occasion for the following statement in the Baltimore Sun of November 19 by Mr. H. A. Wroth, secretary of the Baltimore Chamber of Commerce, who is recognized as one of the grain experts of this country. He said:

"The production of a large crop of corn in the United States has always an important bearing upon conditions of trade. Not only does it effect the welfare and prosperity of our town countrymen in various conditions and walks of life—from the farmer and storekeeper to the banker and railway manager—but it has an equally important bearing upon our foreign trade.

"We have in recent years ceased to occupy the important position which once was ours in the wheat trade of the world, and through manipulation of prices and large consumptive requirements it seems that we are destined to fill a secondary position, as for the first time in the history of the trade the shipments of flour, reduced to bushels, amount to more than the actual movement of wheat.

"Competitors have made vast strides, and only last week Russia shipped more wheat actually than the United States, flour included. This presents a strange contrast with the condition a short time ago, when the shipments of wheat and wheat flour from the United States aggregated fully 75 per cent of the total world's movement.

"The tardy movement of corn has led to apprehensions lest the history of our trade in wheat should find a duplication in this most important of all cereals. That there is ground for deep concern cannot be questioned, and, when it is remembered that, although during the season of 1902 we raised the largest crop of corn ever produced by any country, say, 2,523,000,000 bushels, and that the foreign exports made from this enormous supply only reached 74,300,000 for the year ended June 30, 1903, there would seem to be reason to fear that a movement inaugurated among growers and handlers of corn to induce them to hold on to supplies and thereby unduly enhance the price will ultimately not only produce serious inconvenience and loss to the grain trade in particular and to general business, but will surely entail disappointment and monetary embarrassment upon those for whose benefit the advice to hold supplies was so generally given.

"Our position as the great granary for countries needing supplies of every character of grain and feeding stuff has been seriously compromised. The United States no longer occupies the commanding position which she once held. We have bled on to our supplies in an endeavor to sustain the price against the world and other countries have taken

advantage of the situation thus created and sold the stuff.

"Importing countries in Europe begin to realize their independence and do not hesitate to point to the fact that America does not control the situation as formerly. I have before me a tabulation made in Bremen which is a statement of the imports of grain into the five most important ports of Continental Europe, viz.: Hamburg, Bremen, Rotterdam, Amsterdam and Antwerp, during the years 1901 and 1902. The amounts received at these ports from the United States alone and from all exporting countries show what a vast supply is received in which our own country has no part or parcel. The figures are given in detail, so that the reader may appreciate their true import:

FROM ALL COUNTRIES (BY WATER).		
	1901.	1902.
Wheat, bushels	127,664,550	126,851,780
Rye, bushels	37,560,680	41,013,857
Barley, bushels	36,978,287	48,891,975
Oats, bushels	32,832,525	30,724,169
Buckwheat, bushels	1,384,763	1,715,083
Corn, bushels	61,968,029	48,977,107
Total	298,588,834	298,173,971
FROM UNITED STATES.		
	1901.	1902.
Wheat, bushels	65,940,307	41,855,560
Rye, bushels	1,339,051	2,887,754
Barley, bushels	856,692	325,158
Oats, bushels	5,456,825	412,637
Buckwheat, bushels	874,633	353,218
Corn, bushels	39,071,686	4,064,857
Total	113,539,194	49,899,184

"These figures are certainly appalling to any one who is impressed with the extension and aggressiveness of American trade, and they prove conclusively that the contention made in Europe that we are fast losing our grain trade because prices are held above what other countries are willing to sell for is founded upon solid facts.

"Of the immense requirements of Central Europe for food and feeding supplies we were content to furnish less than 17 per cent, while the total shipments of all grain during the year 1902 made to the ports above given showed a decrease of 60 per cent, compared with the business of 1901. The decline in the exports of corn from 39,000,000 bushels to 4,000,000 in a single year is most significant, and the step to total extinction certainly seems to be a short one, indeed.

"Thus other countries have furnished the great markets of Central Europe with the larger part of their necessary grain supplies and the United States rests content with a moiety.

"According to the government we have raised a corn crop of 2,313,000,000 bushels, to which should be added the reserves in farmers' hands of 5.2 per cent of the past year's crop and the visible supply. We have thus the following statement of supply for the present crop year:

	Bushels.
Crop 1903	2,313,000,000
Farmers' reserves November 1	130,000,000
Visible supply	7,300,000
Total supply	2,450,300,000

"Placing the consumption of corn in this country at 2,000,000,000 bushels and allowing as large a quantity in farmers' hands as the present year, there yet remains for export quite 320,000,000 bushels, and it should be remembered that the largest export movement in any one year, June to June, reached only 213,000,000 bushels. Thus far not one steamer has been engaged for a full cargo of corn from a single Atlantic port. The movement of the new crop is only just beginning, and the tendency of interior dealers and growers to hold their corn is most marked. Everything points to an excellent demand for export, with the price from 45 to 48 cents laid down on the seaboard, at which range the export shipments will likely be free, and the producer who has raised a good crop will get a fair return for his labor. Since the present rail rate has been extended, transportation companies will be able to handle the movement with some degree of success and the ocean carrier will come in for a better return than is gotten from taking grain to Liverpool at 2 cents a bushel.

"On the other hand, should supplies be held in an endeavor to advance prices beyond a competing level, the corn, instead of moving out of the country, will be retained until spring, when there will be an attempt to market it in quantity at any price that can be had from an unwilling situation. The chance to place our product at an advantage will then have gone by, other countries will have stepped in where we refused to compete, the foreign buyer will curtail his wants and buy Russian feeding barley as a substitute for corn, at the rate of four and five million bushels a week, at 42 cents per bushel, cost, freight and insurance; ocean-carrying trade will be hampered, and the grain trade will be dull, draggy and unprofitable. The dealer and the grower will experience the most unsatisfactory return, it having been far better for him, by certainly 4 or 5 cents a bushel, to have sold his corn in winter than to have held it until spring, only to meet an unfavorable market and a loss in weight."

NO GRAIN IN NEW YORK.

New York Produce Exchange grain men are again confronted with the fact that there is no grain in store in that city that may be used as a basis for trades in futures. There are periods when there is actually not a bushel of grain there that might be delivered or on a contract. The situation has revived the old proposition to modify the rules to provide for the delivery on New York contracts of grain in store at other points than New York.

"It has been suggested that a plan similar to that employed by the Cotton Exchange would secure traders in futures and prevent manipulation in a more satisfactory way than exists at the present time. In cotton, as has recently come to be the case in grain, New York is not a natural resting place for stocks," says the Sun. "The stuff comes this way now and then in transit to other points, but in order to accumulate a stock and make possible a speculative market, some inducement is necessary. That is, products can be delivered on the New York contract which cannot be delivered in other markets. This tends to make this market more attractive to holders of grades below contract. As the grain or cotton can be delivered on contract by paying a certain penalty, it is an advantage to many holders to send stuff to New York and is not a disadvantage to the receivers of the products. In cotton this plan has worked very satisfactorily for some years. New York is the largest future market in the country and of late has been the largest in the world. In order to enable traders to operate on an extensive scale a stock has been accumulated by the method mentioned above. Cotton can be delivered on the New York contract which can hardly pass inspection at New Orleans or Liverpool. Where low grades are penalized a cent and a half in the South, the penalty here is often but a cent. This brings cotton to New York where, under ordinary conditions, there would be no inducement to land stuff in the North instead of the South. It is believed that the same general plan could be adopted by the Produce Exchange, and in this way a remedy be found for the difficulty."

E. Pfarrius of the Produce Exchange, in a circular letter on "Suggestions for Improving the Grain Trade on the New York Produce Exchange," says: "In Liverpool and London many qualities of sound grain are deliverable on contract at differential prices; why does our Exchange stay behind? We are well aware that the question of keeping grain in condition (especially in New York's great climatic changes) is a more difficult one than that of cotton and coffee; but we think we can overcome the difficulties and secure for buyers and sellers a perfectly safe basis for business, thanks to our strict inspection department. A great deal of No. 2 northern, No. 3 northern and No. 3 hard winter wheat is harvested. We all deal in it, and why should we exclude such from being incorporated in option dealings? Years ago, No. 2 red winter wheat was the only contract grade;

later, and only after long discussion, No. 1 northern spring and (since last year) No. 2 hard winter wheat have been added, the latter at a discount of two cents per bushel in favor of the other grades. The West called us absolutely foolish to allow No. 2 hard winter wheat on contract at any price, but in a few months Chicago followed suit, although imposing a discount of five cents per bushel."

Apropos this general proposition, King, Toledo, says: "New York wants more trade in grain futures. They talk about making Buffalo, seaboard and some interior centers, a regular delivery upon contracts there, less the freight difference. Takes two to make a trade. Where would you find buyers for such contracts? Who is to decide the freight difference? Grades of the same name vary greatly in the different markets. Nonsense. Better move west to Toledo or Chicago, where the trade naturally goes. New York is generally a bear market. Takes bull markets to attract stocks and bulls, who are entitled to squeezes and chances of corners to offset the carrying charges which they donate nearly every season to elevator men and millers who carry stocks and hedge. This year has been an exception."

BARLEY AND GRAIN INSPECTION AT CHICAGO.

A representative of the "American Elevator and Grain Trade" was fortunate enough to secure the following statement of the views of one of the best known commission men and grain experts on the Chicago Board of Trade on the existing condition of the barley and oats inspection in this market:

"The agitation started in the trade here recently with reference to the mixing of grain in private elevators by the proprietors of the regular warehouses discloses unquestionably an evil which should be eliminated entirely, so that the buyer of any class of grain in this market will get what he bargains for and expects to get. In fact, as these same elevator proprietors exact pretty stiff premiums always for certain and specific grades, it is a fraud and an imposition to compel the buyer and patron of this market to accept a quality of grain which is not, in fact, in every particular, the kind stipulated and provided for under the rules of inspection as promulgated by the Railroad and Warehouse Commissioners, and, therefore, by the rules as made by the state for the government of the state Grain Inspection Department. But that is only one of the few things that affect conditions in this market.

"I think I may safely say that a majority of the people who handle oats and barley are of the opinion that the fees, as paid to the Inspection Department for the grading of this class of grain at the present time, are absolutely wasted; not only because it is money paid for a service not rendered, but also because the grade which is applied on the grain on arrival at Chicago is in many cases a damage to the property. Therefore, instead of being a benefit to the producer, or to the dealer who sends the grain to this market, the Inspection Department is absolutely and unqualifiedly a curse to the trade in its present condition. It is a well-known fact that this is absolutely true in the grading of barley; because no one in the trade ever asks what the grade of a car of barley may be when it is bought or sold on the market here.

"This is growing to be more and more the case with oats; in fact, the few people who inquire the grade do so probably more from force of habit; and really govern themselves in the purchases more by the quality of the oats, their test weight and general soundness, than by the grade which has been placed upon the property by the local inspector.

"These facts as stated are verified daily in the comparison of sales as shown in the 'Daily Trade Bulletin,' in which you will find that No. 3 white oats will daily sell for more money than Standard, and No. 4 white for more money than No. 3 white.

"It would be some comfort if the Inspection Department would be willing to be governed by the demands of the trade regarding the application

of the grades on the various kinds of grain; but it is a notorious fact, and undisputed, that the inspection of grain from the West—that is, from the producer and the Western handler—is always on a very high standard and the lowest possible grades are always applied to the grain as it arrives. This gives to the buyer of the grain, who nine times out of ten is an elevator man with both private and public elevators, an enormous advantage. The inspection out of private elevators into the regular elevators is on an entirely different plane and on a different basis; in fact, so much so that it would appear to the casual observer that the inspection on grain from the West arriving in Chicago and the inspection from private elevators into regular houses, is done under two entirely different sets of rules.

"The Department here unquestionably needs to be divorced absolutely and entirely from politics, so that the local inspector will be free entirely from the influence or dictation of his superiors and know that so long as he does his work well and in accordance with the rules, his job will be secure. On the other hand, if he is not a judge of grain, such fact would promptly be determined and he would then have no place on the department.

"That the influence of politics governs and rules the department at present very few people in the trade here will deny. In fact, it is so patent and so clear that we doubt whether any one who is not directly connected with the state Grain Inspection Department will for a moment pretend to excuse its existence.

"Unless there is a change which shall involve a recognition of the rights of the Western producer and handler of grain, we believe the time is near when the grain coming to this market will not be inspected and the state Grain Inspection Department will be unable to levy its tax per car for the sustaining of a department which is absolutely useless and a damage to the Western dealer and to the seller of the grain in this big market."

STATE SECRETARIES AT MEMPHIS.

Following their adopted custom of holding meetings at intervals at terminal points, there was a meeting of secretaries at Memphis, Tenn., on December 8, 9, 10. There were present George A. Stibbens, Chicago; George A. Wells, Des Moines, Iowa; George Beyer, Decatur, Ill.; Charles Barta, North Dakota; H. P. Bradford, representing Col. Prouty of Oklahoma.

The object of the meeting was to inform themselves as to the condition of that market, to learn how the grain was handled, note the conditions of the railway yards, etc.

The city of Memphis has been gradually growing in importance as a Southern terminal. Tributary as it is with all Southern and Southwestern states, with the recent arrangements of the Rock Island road, shippers from Iowa and Northwestern points can now get through billing to that city.

Conditions were found to be satisfactory in the main. Grain is handled in some respects differently from other markets, but there are no alarming evils that at present menace the trade.

One of the principal subjects discussed at a banquet at Gayoso Hotel, at which all the dealers of Memphis met with the secretaries, was "Shall Memphis have uniform inspection of grain for both weight and grade?" It was felt that a more satisfactory arrangement to the country shipper could be made in the method of handling the weights and grades. Much of the grain arriving at Memphis is re-shipped and here it was thought there was great room for improvement. There were speeches by the visiting secretaries, whose views on a more uniform inspection were endorsed in speeches by H. H. Moury, I. R. Donelson, R. L. McKellar, and Chas. D. Jones of Memphis.

The banquet was in charge of a committee from the Board of Trade as follows: Arthur R. Sawers, chairman; T. B. Andrews, Chas. D. Jones, L. R. Donelson, Hal. H. Moury, Nat C. Graves.

Messrs. Wells, Stibbens and Beyer also visited the Cairo market and investigated the conditions in that city before returning to their homes.

ANNUAL MEETING OF ILLINOIS VALLEY GRAIN DEALERS' ASSOCIATION.

The annual meeting of the Illinois Valley Grain Dealers' Association will be held at the Great Northern Hotel, Chicago, on the afternoon of December 21. Included in the program there will be an address by Secretary George A. Stibbens on "Association Work."

DEATH OF COL. C. T. PROUTY.

A telegram on the morning of December 12 announced the sad news of the death of Col. C. T. Prouty of Kingfisher, Okla. Col. Prouty was in good health at a meeting of grain dealers at St. Joseph, Mo., on November 21, and he announced at that time that he had a few days before met with an accident in a runaway but he did not regard the injuries received as in any way dangerous. It is thought that his death was largely brought about as a result of that accident.

Col. Prouty was Chief Grain Inspector for Oklahoma and Indian Territory, a member of the advisory committee of the Grain Dealers' National Association, and also secretary of the Oklahoma Grain Dealers' Association. He formerly lived in Illinois and was at one time a member of the Illinois State Legislature. As a veteran of the Civil War he had many reminiscences of camp life and his patriotism was large with all those who have served their country.

Col. Prouty was a man of broad caliber, of sound judgment and his views always carried weight at all meetings of grain men which he attended. He had many friends and was always welcome in all gatherings for his cordial manner and hearty good will. The grain trade will sincerely regret his loss.

BOUQUETS FOR PRESIDENT GRIMES.

A prophet may be "not without honor save in his own country"; but the people of Portsmouth, Ohio, the home of President H. S. Grimes of the Grain Dealers' National Association, cannot be called unappreciative of the services rendered by her business men to their own community. President Grimes is one of the chief men of his home town—interested largely in her business and manufacturing interests; has served and is still serving his fellow citizens in the conduct of her local government; he represents her interests abroad in many way and places; his advice is always asked and his money is liberally expended in the work of creating new industries and expanding the commerce and influence of Portsmouth. And Portsmouth knows it.

Accordingly, on November 23, his fellow business men, taking advantage of Mr. Grimes's recent election to be president of the Grain Dealers' National Association, gave a dinner in his honor at the Washington Hotel, at which a large number of gentlemen were present, and at which several speakers relieved their minds "about Grimes." And what they said of him was good to hear. It was a fine tribute of neighborly friendship and respect, which any man might remember with keenest delight.

The Mo. Pac. Ry. has broken the Kansas blockade and about a week ago began to haul wheat into Kansas City that has been on its tracks for a month.

Five barges with grain of the C. A. Ry. were tied up suddenly in the Lachine canal by the ice. Other Canadian canals also suffered from early ice formation.

The Farmers' Grain Dealers' Association of Illinois, in session at Bloomington, on December 9, elected the following officers: J. C. Collins, Tuscola, president; F. B. Houham, Howard, first vice-president; W. H. Graham, Fancy Prairie, second vice-president; J. A. McCreery, Mason City, secretary; J. B. Abbot, Mason City, treasurer.

THE EXPORT GRAIN ELEVATOR MAN AND SOME OF HIS TROUBLES.

[A paper by Walter S. Upshur, freight agent of the Chesapeake & Ohio Grain Elevator Company of Newport News, Va., read before the Richmond Railroad Club of Richmond, Va., on September 10, 1903, and reprinted from the "Official Proceedings" of said club.]

From the earliest ages, in fact, ever since bread has been recognized as the "staff of life," the handling and storing of grain, with a view of preserving it as the principal article of food supply, has commanded the best attention of governments and individuals, and the grain elevator man under some manner of designation has been in evidence from ages most remote. Probably prior to the time when the Israelitish Governor of Egypt had to materially increase the grain storage capacity of his country to accommodate the crops of the seven years of plenty in anticipation of the succeeding seven years of dearth, and many centuries before the fruitful valley of the Nile became the acknowledged granary of the world, up to the present day, the care and preservation, the best mode of treating grain in various localities subject to diversified climatic conditions, has taxed the ingenuity and appealed to the originality of those to whom that most important task has been assigned; and the export grain elevator man, handling and shipping to foreign nations the surplus cereals of this land of plenty and superabundance, has had, and still has, his full measure of the great responsibility attached to that public service.

Where he is working under the rules of an old established grain exchange or board of trade, his duties are comparatively simple and proportionately easy of performance, being restricted in a great measure to simply receiving the grain, giving each car load or lot its correct grade, issuing elevator receipts covering quantity, kind of grain, and grade of same, and so far as possible to handle the different grains in store as to preserve the intake grade. When the owner of the grain orders it shipped out of elevator, he (the owner, or his agent) makes up an average sample of his proposed shipment, based on certain proportions of several grades he may have in store, presents this average sample to the exchange or board of trade inspector-in-chief, asking if he would pass same as contract grain. If the sample so submitted justifies the grade asked for, the inspector-in-chief will so advise, and the grain is then ordered mixed out of store in the proportions of the sample; but if the sample submitted is too low in quality or condition to justify the grade asked for, the chief inspector will deny the grade, and the shipper will be obliged to amend his mixture until it does meet the requirements of the desired grade.

But where the export elevator is not working under the rules of an old established exchange or board of trade, its management makes its own rules of inspection (and woe to such elevator company whose rules do not conform to the most rigid of all the export elevators); and thenceforth its inspection bears its own name, and the business of such an elevator absolutely depends on the maintenance of the integrity of its inspection certificates. In such an elevator the inspector-in-chief inspects all the grain received; and when ordered out of store, he makes such mixture of the several grades received (and which by his instructions have been so handled as to bring them up to contract grade, the cost and loss in weight of such process being at shipper's expense) as will make in the aggregate a fair good lot of grain of export grade, and the same is loaded to ship and certificated accordingly. Of course, it frequently happens that the quality or condition of a shipper's grain will not justify the required grade, in which event he is so advised, and if he still wishes to ship, he will have to accept such lower grade as the quality and condition of his grain does justify.

The collection of freight and elevator charges, the accounting of same to the proper officials, the

issuing of elevator receipts (which are negotiable) in lieu of inland bills of lading, the exchanging again of elevator receipts for ocean bills of lading, the carefully kept stock books showing just how many bushels of grain of each kind, and each grade of each kind each shipper has in store, and the proper charging of all losses in weight occasioned by handling, are all matters of precise though simple clerical detail, and constitute the least of the export elevator man's troubles.

But among the latter stand out pre-eminent two features of the business—viz., inspection and weights.

INSPECTION.

The inspection must be perfectly fair to all parties concerned,—to the country shipper; the exporter who huys from him subject to elevator inspection; and to the foreign buyer, to whom the exporter sells "Elevator Inspection final." The country shipper being pecuniarily interested, for the exporter to whom he sells docks him in price for each car that does not reach his contract grade, naturally thinks his grain deserving of better grade than a strict though impartial inspection at terminal elevator will admit of; hence many protests are made until such time as experience has taught him that the elevator inspector, being perfectly fair, with no incentive to partiality, is grading his grain in strict accordance with the elevator rules (of which latter the country shipper is furnished with copy), and protests cease, though in some cases, while it can be said to the honor of the country shipper the cases are rare, he turns his attention to endeavoring to deceive the inspector by placing a certain proportion of inferior grain in the car with the good grain, where he fondly, though vainly, hopes the inspector will not find it.

This is usually done either by "plugging," or scattering the bad grain in the bottom of the car about an inch or two thick, where the trier will not reach it. In either case, however, the astute inspector is not caught napping; for before the grain (which is in bulk) is dumped into the elevator pits, it is tested by a trier in six to eight places in various parts of the car. This will detect "plugging," if any exists; and the assistant inspector is always around when the car is about empty to see if any bad grain has been loaded on car floor. In event of either or both of these attempts at fraud being discovered, the whole car is degraded, taking the grade of the poorest grain found in the car load. The rigid observance of this rule, and the almost certainty of detection of attempted fraud, has pretty well done away with both of these evils.

On the other hand, it sometimes happens that a car of grain will reach the terminal elevator very much lower in grade than when it left point of shipment. This may be occasioned by either of three things: In years when the grain fails to properly mature, it may heat and get out of condition in transit, although the latter might have only consumed the regular schedule time. Again, the shipper may have been furnished with a leaky-roof car, which fact was not in evidence at time grain was loaded, encountered rain en route, and damage occasioned the grain thereby. But, also, a very prolific source of deterioration of grain in transit is the fact that although all grain is more or less subject to heating, or, at least, softening up, in transit in close cars deprived of ventilation, especially in the spring and summer months with new or not over-dry grain, and should be, strictly speaking, considered as "perishable" freight, yet the average train man, contrary to his superintendent's instructions, does not hesitate to sidetrack it indefinitely; and it is not of infrequent occurrence that during a busy grain season cars will reach the terminal elevators only a week or ten days from time loaded at point of shipment, while other cars, owing to this bad feature of sidetracking, will be a month or six weeks in transit, with the result that the grain on arrival at elevator, if not hot and grading "rejected," will certainly have deteriorated in transit one or two grades, with attendant loss to shipper. I do not

think that the fact will be disputed by the superintendent of any railroad that this matter of sidetracking grain entails an unnecessary hardship on shippers, and that prompt and efficient means should be adopted to remedy, and, if possible, eliminate same.

[TO BE CONCLUDED.]

FACTS AND FIGURES

Texas farmers have been planting speltz this fall.

The car shortage in the Northwest is choking the elevators on four lines.

Broom corn of new crop has been bringing \$100 to \$110 per ton at the farms.

The bean crop in the neighborhood of Saginaw, Mich., is reported very good as to yield.

The Corn Products Company is now using over 130,000 bushels of corn daily in its several plants.

A Minnesota thrasher has rigged his machine with electric lights to work at night if necessary.

Farmers in the Kansas River bottoms, flooded last June, are now burning the corn for fuel which was then damaged in their cribs.

Daniel Easter, inventor of the first wheat harvester, which was built over 50 years ago at Rockford, Ill., was in attendance at the recent state fair in Springfield, Ill.

The number of bushels of wheat inspected at Winnipeg, crop of 1902, was 51,833,000, making that wheat market second in volume only to Minneapolis on this continent.

H. E. Kier, secretary of the Retail Hay, Grain and Feed Dealers' Association of Allegheny County, Pa., says the assistant secretary is on the road getting additional members.

The state board of equalization has ordered an increase of \$106,407 on the elevators of Minnesota. The counties returned the value of the elevators at \$2,188,307, \$100,000 less than last year.

"Papa," asked the little son of the Board of Trade man, "are you a bull or a bear?" "I'm a bull just now." "There! I told mamma she was mistaken when she said you was an old bear, after you went away this morning."

Farmers in Pipestone county, Minn., are out thousands of dollars as a result of improper selection of seed corn. Frost practically destroyed all the corn in that locality last year. The farmers were compelled to buy outside seed and in many cases received Missouri or Nebraska seed when they were supposed to be getting northern grown.

The Hyde Elevator at Lebanon, Kans., pictured in these columns some time ago, with its decorations and scriptural texts, has been ordered by the Rock Island System to be repainted or moved off its right of way. The reason given is that the Rock Island's passengers got into the habit of getting off the trains to see the odd inscriptions, annoying train men and sometimes missing their trains. Several years ago E. D. Hyde, a Free Methodist, conceived the idea of painting his elevator with his favorite passages of scripture. In a short time pictures of the elevator, showing the scriptural quotations, appeared in many papers, even in a daily paper in London.

A letter from New Orleans, under date December 10, says: "We have had quite liberal receipts of new corn during the last ten or twelve days, which enables us to judge of the merits of the grain; and it is with pleasure that we note the remarkable good condition of the corn, as it is arriving in our city. Fully 65 to 70 per cent of the corn, so far inspected, grade No. 3 or better, and in view of the fact that the crop is generally considered not an exceptionally good one, we believe that the above results are entirely satisfactory, and that there is nothing in the way of a free movement from now on of the new crop corn through the port of New Orleans."

SOME RECORD CARGOS.

The largest grain cargo ever loaded at any lake port of the United States was put aboard the steamer J. H. Reed at South Chicago on November 13. It was taken out of the Peavey Elevator to go to Buffalo, where special elevator arrangements were made to take it in immediately on arrival. The cargo consisted of 271,000 bushels of wheat and weighed 8,130 net tons, and was worth at prevailing prices then, \$211,000. The Reed is one of the new steamers of the Provident Steamship Line, of which A. B. Wolvin of Duluth is president.

A close second to this record was that of the steamer D. M. Clemson, which, on November 20, loaded at the Globe Elevator, Superior, Wis., 336,365 bushels of barley, equal to 8,072 tons.

On November 20 the largest grain cargo ever taken out of Fort William was loaded into the American steamer Princeton, for Buffalo. It consisted of 248,000 bushels of wheat, weighing 7,440 tons, the ship drawing but 17 feet 8 inches.

Some other new records of late cargos this season were: Steamer Mataafa, 269,000 bushels wheat, corn and oats, South Chicago to Buffalo; steamer S. J. Murphy, 269,000 bushels of corn, South Chicago to Buffalo; steamer Douglas Houghton, 308,000 bushels of oats and 60,000 bushels of corn, Manitowoc to Buffalo; steamer Rensselaer, 151,000 bushels of wheat, 94,000 bushels barley and 55,155 bushels oats (300,155 bushels), equal to 7,668 tons, Chicago to Buffalo.

CONGRESS PEDDLING SEEDS.

In 1896 the amount of money expended by Congress for seeds to be distributed through the Department of Agriculture on the orders of congressmen was only \$75,000; in 1897 it increased to \$115,900; in 1898 it was reduced to \$86,106 and in 1899 to \$68,526, but in 1900 it began to increase again, reaching about \$70,000, which in 1901 was increased to over \$106,000 and in 1902 to \$180,000, while for the present year, ending June 30, 1903, the amount was \$270,000, \$30,000 of which was for worthless seeds that had to be burned.

The last appropriation, which covers the present distribution, for the fiscal year ending June 30, 1904, is \$290,000, the largest ever made. This means that over 1,000 tons of so-called "garden and field seeds" will be distributed among the people in every state and territory in the Union. The total distribution will amount to about forty-five million packages.

Some changes have been made in the method of distribution, so as to adapt the seeds given out to the climatic conditions of the country; and the seeds are being sent out earlier than usual to avoid the complaints hitherto made of their being sent too late to be made useful. But when everything has been done to make the distribution acceptable to its receivers, the main question remains: Does this immense and costly distribution have the beneficial effect its originators intended? Any one at all aware of the ultimate destination of the seeds will know how little the original motive for the distribution is complied with, either by the Agricultural Department or the recipients of the seeds, and it would be interesting to know upon what grounds this utter waste of the public money can be defended.

In the main hitherto, the seed men had been pretty unanimous in opposing the distribution. However, since the inauguration of the practice of allotting to every member of Congress 2,500 packets and 500 packages of what are termed by the Department "novelties and specialties," some few seed men, for obvious reasons, have been less strenuous in their objections. It appears that each of these multitudinous packages contains a circular giving a brief sketch of the assortments and calling the attention of the receiver to the firm furnishing the product and the grower developing the seeds, and a report of the results obtained from the seeds is requested. As this is a practical indorsement of the seeds furnished by a private firm and sent under the frank of the government it is considered

a valuable advertisement for the firms supplying the seeds. There is considerable criticism because members of the committee of Wholesale Seedsmen's League, which was appointed to devise a means of abolishing the distributions, are known to be furnishing the alleged "novelties and specialties."

Steps have, therefore, been taken toward a movement by the independent firms to stop the distribution, which has some support among congressmen of the better sort, with a view to offsetting the influence of the ring favored with "specialty" and "novelty" orders.

WM. A. WHITING.

Washington, Iowa, is a well-located town of about 5,000 people and three of the best railroads in the West: the Rock Island, Burlington and the Omaha (Northwestern) systems. As a grain point, however, it suffers by comparison with towns of lesser facilities, owing to the fact that the farmers of Washington and adjoining counties are heavy feeders of cattle; so that while not long ago the town supported three elevators, there are now but two. One of these is the business of Wm. A. Whiting, whose house is shown in the picture herewith.

The elevator is of cribbed construction and has 50,000 hushels' capacity, not including the corn



W. A. WHITING'S ELEVATOR, WASHINGTON, IA.

cribs. The power is a 40-h.p. engine and 60-h.p. boiler. The office is located directly opposite the elevator and is not seen in the picture. The house was originally built as a combined flour mill and elevator, the mill having been equipped with three run of burrs. Mr. Whiting, however, grinds only feed.

Mr. Whiting says the oats crop of his county is about 60 per cent of a full crop; and he hopes corn will be better—expects probably 75 per cent of a crop as the best.

GRAIN TRADE AT OMAHA.

The C. G. W. Ry. has opened its Chicago-Omaha line, but has rescinded its former proportional rates of 9c. on wheat and 8c. on corn, Omaha to Minneapolis-St. Paul, putting on new proportionals of 14 and 13 cents respectively. This equalizes rates with Kansas City and puts an end to a "big roar" from that direction.

As a further step in the development of his Omaha plan, President Stickney has incorporated the Omaha Grain Terminals Company, the stated objects of which are to establish and maintain grain terminals in Omaha and conduct a general grain and milling business. Of the company A. B. Stickney is president and Chas. Battell secretary-treasurer; and the following directors: A. B. Stickney, John L. McCague, Nathan Merriam, Alexander C. Charlton, Charles Battell, John M. Woolworth and William D. McHugh. The books of the corporation were open for subscription, but the stock was all taken by the Chicago Great Western Company.

While the eastbound lines, of course, met the C.

G. W.'s cut of rates, nothing was done by the lines west of Omaha to keep that market until the Mo. Pac. made a reduction to Omaha, which has been followed by that road's competitors; and grain men there are much encouraged at the outlook.

NEW ORLEANS EXCHANGES ARE CONSOLIDATED.

On December 1 the directors of the New Orleans Board of Trade unanimously approved the proposition previously agreed to by the directory of the Maritime and Merchants' Exchange to consolidate the two exchanges. The details of this proposition are substantially as follows:

Every stockholder of the Maritime and Merchants' Exchange is to receive a share of stock in the New Orleans Board of Trade, Limited.

The maritime interests are to be represented on the board of directors of the New Orleans Board of Trade to the extent of seven directors out of thirty.

The New Orleans Board of Trade, Limited, is to take over the lease of the Maritime and Merchants' Exchange of the office in the Hibernia Bank Building, will be fitted up and be known as "The New Orleans Board of Trade, Limited, Maritime Branch."

The maritime and export interests will manage their affairs through a governing committee of thirteen, appointed from members representing the maritime and export interests. The interests shall also appoint such subcommittees as may be necessary for the management of the export business.

There shall be one committee on grain, composed of eleven full members.

There shall be one cotton seed product committee, composed of nine full members.

The cotton seed inspection department is to be retained, as before.

All appointments on these committees, as well as the other standing committees, to be subject to the approval of the president and executive committee of the corporation.

Privileges of visiting members shall be limited to the floor of the Maritime Branch.

All official business of both the main department and the Maritime Branch of the Board of Trade, Limited, shall be transacted by the secretary of the corporation. In order to carry on the business of the Maritime Branch an assistant secretary and such other employees as may be necessary to carry on the various duties of the department are to be selected by the governing committee of the Maritime Branch, subject to the approval of the board of directors.

The consolidation will take effect on January 1, 1904. The effect cannot but be beneficial to New Orleans as a port. The government of the various commercial interests will hereafter be in the hands of committees best qualified, by their practical experience, to intelligently handle matters coming under their jurisdiction. All matters, for example, relating to shipping and export will be handled by the maritime and export interests, while those relating to local or inland affairs will be regulated by similar committees identified with the local business. The dual system of grain inspection will, of course, disappear, although as a matter of fact inspection by the Board of Trade had of late nearly ceased.

An effort will be made hereafter to eliminate the features that in the past made the Board of Trade's money-making features rather more conspicuous than the performance of its duties as a regulator of commercial practices and a guardian of the business interests of New Orleans.

The lake grain traffic from Chicago was this season the greatest since 1900, the total shipments being about 100,000,000 bushels, against 61,759,753 in 1902, 80,574,190 in 1901 and 132,681,731 in 1900.

The Toledo Salvage Company has bought the cargo of 100,000 bushels of corn and oats sunk with the steamer Gladstone off Bar Point, Mich., in November, paying \$2,700 for the lot. They will condition it at Toledo.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Validity of Ordinance Establishing Market and Restricting Weighing to City Scales.

A city adopted an ordinance establishing and regulating a city market. It provided for city scales, and required that all hay, straw, oats or corn sold within the city and for consumption therein should be weighed thereon. It also prohibited the sale of commodities upon any of the streets of the city not included in the public market place. The city, after the adoption of this ordinance, located the city market on a certain street.

Having the power, which is specifically given by the Iowa code, to enact an ordinance establishing and regulating a city market, the Supreme Court of Iowa holds (State vs. Smith, 96 Northwestern Reporter, 899), that this necessarily carried with it the power to prohibit the sale or weighing of commodities elsewhere than at the place established as such public market. Nor does it consider that the establishment of a public market on one of the streets of the city created a nuisance of itself.

In the case before the court, a load of corn was sold on one of the other streets of the city and without having been weighed as provided by the ordinance above referred to. It was contended that the seller was not obliged to weigh it on the city scale, for one thing, because the ordinance only required such weighing where the produce was for consumption within the city. But the Supreme Court holds that this position was not well taken, for the reason that the corn was in fact sold for grinding in a roller mill within the corporate limits. Such use, it declares, would be a consumption, within the meaning of the ordinance. Furthermore, it holds that the market requirement in question was not an unreasonable restraint of trade; and it holds that it was error to direct a verdict for the seller, on a prosecution for violating the ordinance.

Negligence in Going Into Pit to Relieve Belt Cup With Shaft Revolving.

A man who had had some eight years' experience in and about grain elevators received fatal injuries from going into the pit and stooping to clean away the grain to put the cups in motion, by having had his clothing caught. The pit was something over eight feet long, five feet wide, and about three or four feet deep. On the end of the shaft extending into the pit was a setscrew which protruded from one-half to three-quarters of an inch above the collar.

Counsel for the elevator company insisted that if the man's clothing was caught upon the shaft, and not by the setscrew, no recovery could be had, because he well knew and assumed a very obvious risk when he stepped into the pit in close proximity to the shaft, the motion of which he made no effort to stop; and also insisted that there was no testimony tending to show that the clothing was caught by the setscrew, and, therefore, the company's negligence could not be predicated upon its failure to cover the head of this crew.

But the Supreme Court of Minnesota says (Braaflat vs. Minneapolis & Northern Elevator Co., 96 Northwestern Reporter, 920) that it need not discuss either question. As to everybody, except an employee, who might get into the very small space mentioned, this setscrew and the shaft were covered and protected, so that the statute was fully complied with as to them. With easy means provided for shutting off the motion (by stopping the gasoline engine or shifting the belt, in the office) no one would anticipate an attempt to relieve the belt cup while the shaft was revolving.

When this man, one of skill, experience and intelligence, went into the pit without stopping the machinery and in absolute disregard of his personal safety, he was guilty of contributory negli-

gence of the rankest kind, which would preclude any recovery against the company.

Delivery With and Without Bills of Lading.

Where no bills of lading are issued, the Supreme Court of Iowa says (Schlichting vs. Chicago, Rock Island & Pacific Railway Co., 96 Northwestern Reporter, 959), the carrier is justified in delivering the goods to the consignee without the production of receipts or other evidences of ownership issued to the consignor. In such cases, the carrier is justified in assuming that title to the goods passed to the consignee on delivery to it for shipment.

This is fundamental. But if the carrier has notice that the consignee is not the owner, nor entitled to receive the goods, delivery to him will constitute a conversion. Indeed, a carrier is generally held liable for the delivery of goods to a person not authorized to receive them, and its good faith in making such delivery is no defense. The question is not of care, for in such cases the carrier acts at its peril. And so it has been held that it is no excuse for the carrier to show that the delivery was secured by the third person, through mistake or fraud, or that the person to whom delivery was made impersonated the consignee, or held an order from the consignee which was a forgery. Here, the company had the right to assume, when it received a telegram from the consignor stating that he held bills of lading and not to make delivery until they were surrendered; not only that bills of lading were issued, but that these instruments reserved to the consignor the control and disposition of the goods.

In such cases, the bill of lading stands for the goods; and it may be transferred or assigned so as to pass all right in the property to the indorsee or assignee. When a bill of lading, such as the company had the right to assume was issued in this case, is given to the consignor, the carrier is justified in refusing to deliver the goods, unless the instrument itself be produced.

It may be, as was claimed, that it is not required to do so; but, as that proposition was not involved in the case, the court does not care to make any definite pronouncement on it at this time. Of, course, it says, the carrier may always deliver the goods to the person entitled thereto without the production of the bill of lading. But it takes its chances in so doing; and, when informed that a bill of lading is out, which reserves to the consignor control of the goods, it may insist upon the production of the instrument for its own protection.

Liability of Purchaser for Unweighted Hay Destroyed by Fire.

After all of the hay in a mow had been sold by the ton, the question was raised as to how the quantity should be ascertained; and it was agreed that it might be weighed, as taken away, on a neighbor's scales; and, further, that the buyer might allow it to remain in the mow until the same was needed for the storing of the next crop.

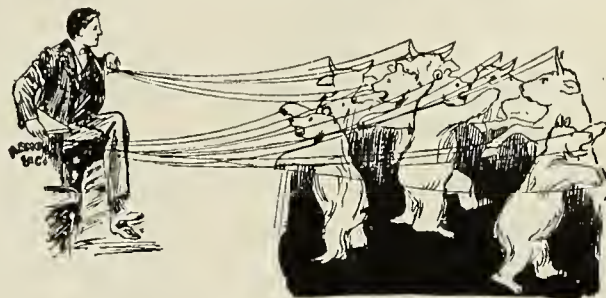
The buyer paid a portion of the purchase price in cash, and by the terms of the sale he was to have time for payment of the balance. But before any of the hay was removed, it was destroyed by accidental fire, without any fault on the part of the seller. This gave rise to the question whether the title to the hay had passed so that the purchaser became liable for the price.

It is true, the Supreme Court of Iowa says, in affirming a judgment in favor of the seller (Allen vs. Elmore, 96 Northwestern Reporter, 769), that so long as anything remains to be done between the parties to ascertain and identify the particular property which is to pass, the sale is not complete. But if the property has been identified, so that the transaction relates to a specific and ascertained chattel, then the question is one of intent; and the fact that something remains to be done by the buyer, such as weighing or measuring, for the purpose of determining the price to be paid, does not prevent the transaction being a completed sale, under which the title passes to the buyer, accompanied with the risk of the loss or destruction of the property without the seller's fault.

The rule supposed to have been recognized in some of the earlier English cases, to the effect that

there could be no passing of title until the purchase price had been definitely determined by weighing or measuring, when necessary, based, as it was, apparently on the idea that the action for the purchase price must be for a specific sum, definitely ascertained, has not been generally approved by the courts in this country; and it has been held, by the great weight of authority, that where the payment of the purchase price was not a condition to the passing of title—that is, where credit for the price was given—the fact that weighing or measuring still remained necessary to determine the price would not indicate an intention that the title should not pass until such acts were done, it being assumed, of course, for the purpose of applying this rule, that the specific goods were definitely ascertained and agreed upon.

ZAHM'S VIEW OF THE WHEAT CAMPAIGN.



WHEN ARMOUR PULLS THE STRING.

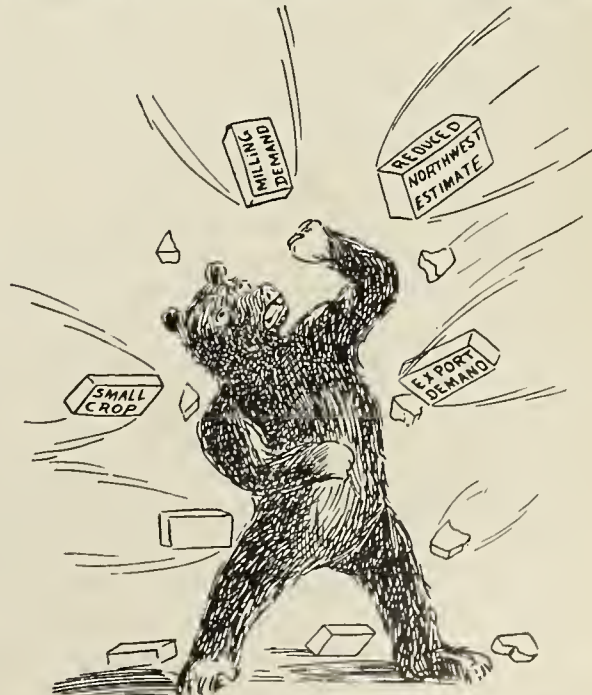
- 1.—When Armour's in the pit,
The Bulls and the Bears may prance,
But he alone is "IT"
The others have no chance.
- 2.—When the wielder of finance
Decides to take a fling,
The others have to dance
When Armour pulls the string.
- 3.—The sky may smile or frown,
In winter, fall or spring,
But Wheat goes up and Wheat goes down,
When Armour pulls the string.

(We printed the above just a year ago to-day, but as it "fits" now we reproduce it.)

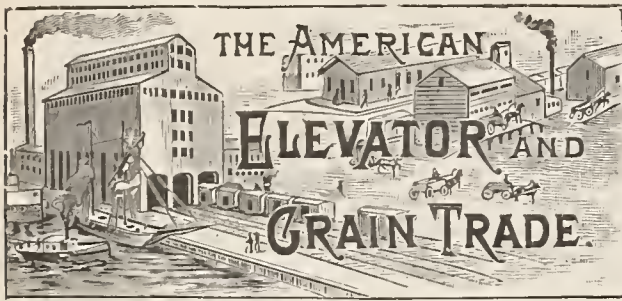
Armour & Co.'s dealings have much to do with the course of market. They trade heavily, in cash and futures, and it really seems the market goes the way they desire. Which way will they "pull" next and will market respond?—Zahm's Red Letter, November 21.



Will that Gun [Armour Manipulation] save the bull? Those Bears are Big Fellows, but they may not be as "big" as they appear, and Mr. Bull may not need the "gun."—Zahm's Circular, November 28.



The bear has been getting "soaked" lately. What'll happen next week?—Zahm's Circular, December 5.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Manhattan Building, 315 Dearborn Street,
CHICAGO, ILL.

HARLEY B. MITCHELL.....Editor
A. J. MITCHELL.....Business Manager

Subscription Price, / / / \$1.00 per Year
English and Foreign Subscription, / 1.60 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., DECEMBER 15, 1903.

Official Paper of the Illinois Grain Dealers' Association.

RAILWAY RESPONSIBILITY.

Many grain dealers appear to have the idea that the common carriers are not responsible on bills of lading for losses of grain in transit—unless their losses are total. That is to say, if only a part of a car of grain is lost in transit, the road is not responsible, although it would be if all the car were lost. This is, of course, a mistake. The road is responsible in any event; but in the case of a total loss the offending carrier will usually settle without much objection; in the case of a partial loss it will not, for obvious reasons.

Railroads are victims of all sorts of grafters. As a rule, every man, woman or child (by its "next friend") injured by a railroad in person or property, with or without negligence of his or her own, will put in a claim for damages. Self-protection from extortion and blackmail has forced the railroads, as a principle, to fight every claim presented, the character of which, as well as that of the claimant, is not absolutely beyond question.

The difficulty in the way of collecting petty claims for losses on grain shipments, then, lies in this necessity of "going to law" and proving the amount of the damage sustained and the responsibility therefor. Where a clean bill of lading is issued there is no question of the liability of the carrier upon the document; and under rulings of the United States Supreme Court the carriers are not permitted in issuing documents to limit their liability in case of loss, although some still try to do so. But shippers habitually accept bills of lading issued in the sloppiest manner—indefinite in form, faulty as to date, destination, car initials or number or agent's signature, name of consignee and so on; so that in case of loss the B-L is

little better evidence of the character, quantity and identity of the goods for which claim of loss is made than any other scrap of yellow paper. Again, the losses are usually so small in each case that, while they are annoying and costly in the total, when repeated frequently, claims are permitted to go by default simply because individually it does not pay to push them to the state of adjudication.

This is the aggravating feature of the situation, of which the carriers take full advantage; but there is no question of the carriers' liability or that damages may be recovered if claims are pushed to the uttermost.

CAPITAL \$300,000,000.

The "American Elevator and Grain Trade" always tries to keep its head; or, better still, never aims with its gun at half-cock. It never wittingly does injustice; but it is equally solicitous to put the public on its guard against impositions and swindles that come within its purview.

And so in 1902, when attention was drawn to the American Farm Company, incorporated in New Jersey, but doing business from Buffalo, by the queer character of its business methods, it did not hesitate, on the basis of information furnished by the Attorney General of Ohio, to warn the public of the character of that company's operations. This publication, with the publicity given the company by the Attorney General of Ohio and certain members of the Ohio Grain Dealers' Association, drove the "board of directors" out of that state and forced a "reorganization" of the company on an Arizona basis, capital \$300,000,000, from which territory and the same Buffalo offices, the "board of directors" are now attempting to operate in the same queer way in the West, reference to which is made on page 300 of this issue.

It is safe to say that the American Farm Company, or its successor, the Farmers' Co-operative Company, has no legitimate purpose, so far as the buying, handling or marketing of grain is concerned; and grain dealers everywhere will be justified in advising their farmer friends to keep it at a distance.

THE CORN PROBLEM.

There seems to be some increase in the movement of new corn since the cold weather began, but on the whole both farmers and dealers seem disposed to go slow. This is fortunate; for in a large part of the corn belt new corn can hardly be said to be a marketable commodity at this time. Not because corn is not wanted for consumption, but because the new corn is hardly fit to handle commercially. Even the drying houses are not disposed to take hold as freely as they did of last year's crop at this season, because the shrinkage in drying out this year's crop has been unusually heavy.

It is noteworthy, too, that this winter more country elevator men are refusing to handle the new corn at present and are notifying the farmers why they are doing so and advising them (as the eastern Indiana dealers have done) to hold their corn until it is in better condition to ship. This is a wise step. The corn will have to come to market in any event, and the dealers' chances for making a profit in handling it

will be greatly increased if they will not get impatient, but will put a brake on their patrons' desire to sell until the corn is fit to handle without throwing unreasonable chances for loss upon the dealer.

THE SOUTHWEST STILL IN TROUBLE.

It seems remarkable that in spite of the intense friction caused by the present rule governing deliveries of cash grain at Kansas City, and the palpably gross unfairness of that rule, which throws all the burden of delay, over which he has no control, upon the seller, that the Kansas City Board does not take some decisive step to protect shippers to that market. It is a preposterous proposition that the terminal elevator men should dictate to the market their jug-handled buying terms which mean a possible loss to every shipper, notwithstanding the shipper may fulfill promptly every business obligation required of him according to the rules of other similar markets. Similar indifference to the rights of shippers by any other exchange in this country would be considered a reflection upon the integrity of and would be disastrous to that market; and it will in time undoubtedly injure Kansas City's trade. Such, in fact, can be the only logical outcome of the continuance of such a condition of things as was disclosed by Mr. Smiley in his address at St. Joseph, printed elsewhere, as existing in Kansas City and without serious protest by receivers and commission men. It looks as if the indifference of the Board to the effects of the operation of its delivery rule and the desperate railway situation must drive away from Kansas City every grain shipper who can possibly send his grain elsewhere. The Kansas City Board should wake up and look after its friends and their interests.

INSPECTION AGAIN.

The alleged greed of the elevators manufacturing contract wheat and oats has again projected the inspection question into the open of Chicago Board of Trade criticism, the nature of which is outlined in the letter and interview printed elsewhere. The Board has gone at the question this time in a new way. Instead of holding meetings of the go-as-you-please sort, the committee appointed by President Chandler to make an investigation has been holding sessions behind closed doors, at which experts have been examined whose testimony the committee will make the basis of a subsequent report.

This investigation is *apropos* for more reasons than one. The Chief Grain Inspectors' Association, in view of the reappearance of Senator McCumber's bill to create a national system of inspection, has renewed its suggestion of the adoption by grain exchanges of its descriptions of uniform contract grades formulated by that association at Peoria (1902) and Minneapolis (1903), to which grades the Commercial Exchange of Philadelphia and the Chamber of Commerce of Cincinnati, at least, have already consented. Baltimore also is favorable to the grades not inconsistent with local conditions that cannot be ignored. But at Chicago, so strong is the general dislike of the present system of inspection, the directors, while willing to assent to the Chief Inspectors' grades only

so far as to agree that No. 2 corn should be the same in all the markets, have gone to the length of instructing the Board's delegates to the National Board of Trade convention to be held in January to favor the principle of "national inspection of grain," repeating the action taken by the directory a year ago.

With all due respect to opinions founded on so much experience and information, this position of the directory may be a mistake. If it is agreed that No. 2 corn should be the same thing in every market, the contract grades of wheat, oats, etc., could also be the same; and these grades can be made uniform simply by the agreement thereto of the exchanges, and without interference with local conditions.

It seems a mistake also, which it is believed the actual receivers on the Board would not generally indorse, for the directory to officially approve the principle of government meddling with the inspection; for while federal control of inspection would be less objectionable than state control, the trade generally is most certainly opposed to state or federal control. It may be impossible to abolish the half dozen state inspection departments now in existence; but it is not fair nor neighborly that in order to get rid of her own incubus Chicago should do anything likely to saddle on the free markets a system they are opposed to. Nor is it consistent; for if the Chief Inspectors' scheme of uniform grades would be impossible or visionary or objectionable, if adopted by the exchanges, is it expected that a national system of inspection would be less objectionable? It certainly would be uniform; but it would not be a flexible uniformity such as would be attainable by exchange agreements on grades which might be modified by the exchanges without the necessity of unwinding official red tape.

THE SEED DONATION.

Because last year's distribution of seeds by the Department of Agriculture was generally regarded as the worst on record, this year the distribution, now in progress, will be on a still larger scale. The explanation by the Secretary, in his annual report to Congress, that—

"in order to protect the Department, its inspectors are constantly in the field during the growing season, looking after the crops grown for the Department's use;" that "by judiciously placing orders for seed the Department seeks also to encourage home industries, orders being placed with American growers wherever possible;" and that "special attention has been given to securing improved varieties for general distribution,"—

will hardly disguise the fact that all such apologies are merely begging the question. The distribution is in its essence a fraud of which Congress ought to be profoundly ashamed.

It is a hopeful sign that many farmers' organizations of the right sort, made up of sane men who would be as slow to accept alms from the government as to ask it of their neighbors, are becoming more and more outspoken against this fake, realizing, as they do, its real character as a petty bribe or a method for congressmen to make the pretense of personal interest in them as individuals by remembering them at government expense with queer seeds, costing half a cent a package and of less than corresponding value.

In view of the work of the experiment stations, this annual distribution, if it has had a valid excuse at any time during the last quarter-century, is now manifestly obsolete; and if Congress were as self-respecting as it professes to think it is, it would drop the business as a common scandal and legislative indecency.

VALUE OF BILLS OF LADING.

A case comes from London via Montreal which presents an unusual but rather important question. A London firm bought of a Montreal merchant some \$1,200 worth of hay, paying cash on the invoice attached to B-L. The hay did not arrive; and it subsequently transpired that although the B-L had been regularly issued by the carrier, the hay had never, in fact, been shipped or offered for shipment. The London buyer then presented a claim to the carrier issuing the B-L, a Canadian railway, which promptly repudiated responsibility for the loss sustained by the Londoner, although not denying the authenticity or regularity of the B-L. One wonders what kind of business the railway management considers it, to issue B-L's on goods not in sight. The loss may not, perhaps, though this is doubtful, constitute even under the circumstances a legal claim against the railway; but it certainly is an equitable one; and this violation of the commonest of prudential principles should be punished by exemplary damages, if none other.

THE CANADIAN SITUATION.

The logical results of the new "Grain Act" of Manitoba have appeared much sooner than there was reason to anticipate them. In spite of the facts that elevator capacity in the provinces has increased during the year and that the crop of 1903 was materially less than that of 1902, while the C. P. Ry. at least has increased its equipment of cars, the grain trade of Manitoba and the West has reached a crisis, and the business of the elevators has come to a standstill for want of cars.

In commenting in these columns, in the October number, on the proposed amendments to the Act, it was said the Act tended to clog the entire system of moving grain. The writer was more of a prophet than he dreamed; for the system has been clogged and exactly in the way he predicted it might be.

Although the grain elevator may have waiting to ship the grain of many farmers who prefer to sell to the elevator or may be too far from the railroad to be in a position to ship on their own accounts, nevertheless the elevator stands, as to car service, exactly on a parity with the farmer who has but a single carload—be one on a list of say fifty, of whom the other 49 are farmers. This sounds like fairness to all; but in practice it has worked in the way described by the Winnipeg "Commercial":

It can be readily shown how this regulation is accountable for the car shortage. Under the old system a train load of cars could be sent out of Winnipeg in the morning, and these cars would be distributed to the elevators along the line. By the time the locomotive had reached the end of the run these cars would be loaded with wheat. The locomotive would return almost immediately and pick up the loaded cars. Under the present system the cars are distributed to individual farmers. Instead of having the cars loaded in a few minutes, as

they would be if given to the elevators, the railway company must notify each farmer that the car is ready for him, which is in itself an unreasonable obligation and one which causes great delay, as many of the farmers reside some distance from the shipping points. Then, after this notification, the farmer can wait 24 hours, and then perhaps decide that he will not load the car at all. The next applicant on the list is then entitled to the car, and the same routine of notification and waiting for the loading is repeated.

The upshot of the matter is, the C. P. Ry. car service is totally disorganized; the elevators are full to the eaves; and buyers have been withdrawn from the towns until the pressure by farmers for cars is relieved. Meantime, not content with the disorder thus created, the kickers among the farmers who have been "hoist by their own petard" are passing resolutions demanding more cars and more legislation, while the innocent farmers who would like to sell to the elevator and get the cash (and these are in the majority) are without markets for the time being.

PHILLIPS ON BUCKET-SHOPS.

We reprint in another column a circular by Geo. H. Phillips commenting on the recent opinion on bucket-shopping by Judge Shiras of the United States Court of Appeals at Dubuque. Not that Mr. Phillips' argument is new; but he presents the question in a new form, in some respects, which adds strength to the argument on behalf of the legitimacy of all transactions on exchanges and the illegitimacy of transactions in bucket-shops.

While these arguments are really unassailable *per se*, the difficulty has been, as before remarked in these columns, to make judges see the characteristic differences between deals on the commercial exchanges that are tainted with the spirit, tho' not the form, of gambling, as many deals undoubtedly are, and deals that are wholly gambling, in form and intent, like those of a bucket-shop. It all seems very clear to Mr. Phillips and the rest of the trade; but somehow the Board's lawyers could not make this difference clear to Judge Shiras.

It is useless to "swear at the court" or to cast ironical bricks at the kind of thinking disclosed by the decision itself. The judge having the "advantage in repartee," so to say, it would be more profitable for the experts to chip in their ideas and help the Board's attorneys to get up an argument which the defendant's counsel can't reduce to the consistency of 30 cents.

NEARLY THE LIMIT.

The petty stealings of grain in the yards of our Mississippi Valley terminals are annoying and expensive in their sum total; but, after all, for real artistic jobs, one must go, it seems, to the Pacific Coast. Not to recall the wholesale spiriting away of warehoused grain by a San Francisco company, the yardmaster in a railway terminal on the Sound now confesses, having been detected, to an attempt to make way with an entire carload of wheat as a single lot, an effort which failed only because the steamer that was to carry it away did not arrive before the grain was located and recovered. It is pretty hard to say where the possibilities of grain thievery end, given the opportunity.

EDITORIAL MENTION

Frank Barry having resigned as commissioner of the National Board of Trade, John B. Daish, counsel for the National Hay Association, has consented to serve temporarily or until the January meeting.

Pope & Eckhardt Co.'s circular characterizes the Chicago wheat market as in the hands of the "dairymen." Relying on the newspaper estimates of the amount of the recent "milkings" of the talent, the term may be said to be peculiarly appropriate.

The courts at Superior have ruled that railroad elevators are not necessarily used in the operation of railroads and are therefore subject to assessment for local taxation independently of the state system of taxing railroad property. The decision will stimulate winter storage in vessels in the harbor.

Secretary Goodrich (Winchester, Ind.) of the National Hay Association has issued in pamphlet form a verbatim report of the proceedings of the association's late convention, to which is appended a list of members to-day, as well as a copy of the constitution and by-laws. It makes mighty good reading for hay dealers.

Some of our readers contribute a few suggestions this month on the shortage question. It is always with us, and, perhaps, always will be. It is hard to say anything new about it; but if the reader who suffers will only lay to heart and act upon some of the suggestions made by our correspondents he will certainly do himself good.

The Kansas City Board of Trade has finally adopted unanimously a rule permitting its members to join the Grain Dealers' National Association. Kansas City has been somewhat slow in coming forward to this point; but let it be hoped her people will now make up for the lost time by forwarding to Secretary Stibbens applications from the entire Board to a man.

A Canadian judge at Winnipeg recently awarded a shipper damages for the loss of 500 bushels from a load of about 1,300 bushels of wheat shipped in a sound car, of which the railroad delivered but about 800 at Port Arthur, with no explanation for the shortage. This is not an impossible judgment anywhere in this country if the loser will press and substantiate his claim.

Elevator fires are so numerous as to indicate lack of due care on the part of owners. Doubtless sufferers from fire will resent this insinuation; yet we are sure the owner of one at Greensburg, Ind., will confess there is some justification for this reminder. In this case a lot of loose straw, sweepings from cars, lying along the track, took fire from a passing locomotive the other day and set fire to the elevator which was saved only by the prompt response of the bucket brigade. Is it captious to say that sound

prudence will always remove such inflammable litter from the proximity of the premises?

The series of annual meetings of the state grain dealers' associations for 1904 will begin with that of the Indiana Grain Dealers' Association at Indianapolis on Wednesday and Thursday, January 6 and 7, at the Claypool Hotel. The Indiana association has in recent years grown influential and beneficial to the trade; and its members ought to be glad of this opportunity to get together personally again.

The Illinois Civil Service Association, which at the last session of the legislature failed by one vote only of securing the passage of a civil service law to control Illinois state employees of all sorts, solicits memberships from the grain trade at \$2 dues per annum. This appeal is indorsed by the legislative committee of the Illinois association, who are in position to know that the Civil Service Association merits the support asked.

More than forty years ago a review writer, commenting on the then current saying that "Cotton is King," a shibboleth which for long years did questionable political duty, pointed out that the hay crop of the North alone then was worth in cash more than the cotton crop. It still is; and furnishes infinitely more tonnage to railroads, from whom the hay business deserves more consideration than it generally gets on rates or accommodations.

A bank cashier of an Illinois country bank came to grief recently and is now in the Cook County jail on a charge of wrecking the bank by losing speculations on the Chicago Board. Some Chicago commission men are aware that certain state courts have held brokers responsible to the bank for such speculations by bank officials, and habitually refuse all accounts of bank or other public or semi-public custodians of moneys. If all would do so the number of bank defalcations by speculators might be materially reduced.

Both the Illinois and Michigan and the Erie canals did an unusual amount of business during the season just closed in handling both grain and other freight, and thus they continue in spite of many handicaps to demonstrate their usefulness to the shipping public. It is a petty economy, especially in Illinois, that would permit the closing of the I. & M. Canal merely because its own books show a losing business without casting into the balance the money its influence on Illinois freight rates has put into the pockets of Illinois shippers.

In addition to voting practically unanimously for the greater Erie Canal, New York, through the Produce Exchange, is now at work modernizing the agreement (now nearly twenty years old) with the railways entering that port relative to the inspection, grading, consolidation, storage, delivery, etc., of grain reaching seaboard by rail. Among the reforms proposed is the lengthening of the period of free storage, as well as modifying the storage charges and making the railroads responsible for putting grain alongside. New York has finally waked up to the fact that there are other out-ports for

grain; and that if she wants to continue handling grain and flour she has got to make attractive bids for the business.

The National Board of Trade which will hold its annual meeting in January is now composed of 60 boards of trade and half a dozen or more trade organizations, including the Grain Dealers' National Association. The National Board of Trade was a consistent friend of the Elkins law, and is still interested in the amendments proposed to remedy the defects of that law which still permits discrimination between localities and the classifications of freight.

The only pipe-dreams are those "the other fellow" has. For example, one of the speakers at the late meeting of the farmers at Chicago, a Chicago Board man in good standing, who is promoting a \$50,000,000 farmers' company to handle grain and divert it from the hands of the [other?] middlemen, referred appropriately to the visions of men of the past who had been bent on the same mission as himself and had failed; and then proposed "a key to the situation" that looks mightily like an unadulterated case of hitting the dope. Perhaps it is not; but, by jiminy-krickets, it looks like it.

By "keeping everlastingly at it" Mr. Reed of Boston has the satisfaction now of seeing the New England Grain Dealers' Association launched with 30 to 40 charter members—a number which E. P. Knight of Boston writes a western shipper he expects to see increased before May to 200 or 300. Then, he adds, a general meeting will be called to elect permanent officers. The outlook is fine; and as the new association will affiliate with the National, its moral effect cannot fail to be of immense benefit, not merely to New England but to western shippers to that market.

The president of the Territorial Grain Growers' Association of the Northwest, congratulating the association in an open letter on the amendment, at the instance of that association, of the Grain Act, without reference, however, to the results elsewhere referred to, now urges the association to take up the work of revising the inspection act which he says has been enacted at the instance of the Grain Exchange and which makes the grades too high. If there is any other debauchery of the Canadian grain trade the grain growers want Pres. Motherwell will doubtless be glad to entertain a motion to consider it at the annual meeting at Regina to-day or to-morrow, December 15 or 16.

It may be of interest to Secretary Shaw and Senator Hanna, both of whom take a straight cut to the subsidy prescription, that the "Protectionist," the organ of the Home Market Club of Boston and representative of the real Brahman class of protectionists, opposes the doctrine of ship subsidies, having found by direct inquiry among those interested that 77 per cent of such opinion favors navigation laws and not subsidies as the better method of regulating commerce for the benefit of the shipping interests. It is true this system has not hitherto been very successful in rebuilding our merchant marine engaged in the international trade; but nothing could be much worse than subsidy pap

laded out to shipping corporations, already overfed, for the purpose of strengthening their monopolistic hold on trade.

Barley-oats mixtures have fallen into disfavor of late down East. The oats men here said the trouble is the barley is bad: has a fungus growth of poisonous character that made horses sick; while the defenders of barley do not hesitate to charge that the current system and practice of doctoring unsound oats is more likely to be the seat of the trouble. But a western grain man back from the East gives an entirely original and satisfactory explanation: Eastern horses draw the line at the current percentage of barley in the mix. They accept without a murmur oats so closely clipped that they can neither chew nor digest them; but when it comes to mixing 60 per cent of barley with a liberal quantity of rotten oats in with the good, the aristocratic down-east horse balks on his feed and declares that the science of making barley mixtures has crossed his line of tolerance; and perhaps he is right. Certainly the line ought to be drawn somewhere.

In commenting on the boycott of the C. G. W. Ry., rather foolishly proposed by the Kansas City grain men, in retaliation for its first announced grain rate out of Omaha, a railway journal suggests that, "The railroads running into Kansas City or any other point have a much larger interest in maintaining and encouraging the legitimate traffic of the place than any organization representing a single industry." But sometimes they show a surprising density of appreciation of conditions. For example, the continued neglect by the roads there to provide hold tracks for the inspection of grain, as a substitute for the present system of setting out grain cars anywhere and in such manner as to compel inspectors to search through yards ten or twelve miles long and of indefinite width to find them, may indicate a "larger interest in encouraging" grain traffic than the proposals of shippers who suffer loss through such a stupid system; but only one looking through the narrow spectacles of know-it-all railway managers will be able to see the encouragement to business such system offers; yet this abuse of power has been of long and aggravated continuance.

Now that Omaha has hopes of becoming a terminal for grain, her newspapers have begun a clamor for state regulation of all the functions of the terminal: laws regulating storage, inspection, terminal charges, etc. No doubt there ought to be some legal determinations of storage rights and duties; but the trade in Omaha as elsewhere should be warned against the multiplication of red-tape regulations controlling details that are better regulated by grain exchanges themselves, because these are governed by the men interested, whose rules are flexible and under their own direct control and not that of outsiders whose interests, if any, in the subject matter of legal restrictions are more likely to be inimical than fair. There are a lot of people in this world who think all the good in it is the result of law making; which explains the habit of bucolic legislators to tamper with a multitude of matters of which they are profoundly ignorant, among which are laws

directing the details of commerce and trade, the desire to meddle with which is usual in indirect ratio to their qualifications therefor. Let the trade alone, should be the policy of the wise; it will take care of itself and compel its members to be honest if allowed by the laws to do so.

Which is king—iron or agriculture? Iron parades itself as such in borrowed royal livery. Yet the value of the hay, corn, wheat, oats and cotton alone represented a value in 1902 of over \$2,620,000,000. Nevertheless, in order to bolster up the declining business of the steel corporation, the railways have the amazing effrontery to reduce freights on steel one-third to enable the corporation to sell its stuff abroad, and at the same time have advanced the rates on grain. In other words, to enable the steel corporation to continue to pay some kind of dividends on its oceans of water and interest on its floods of securities, the railways have begun undisguisedly to discriminate in its favor by taxing grain growers and millers for its benefit. "It is discouraging and exasperating for the American grain grower, whose industry is the mainstay of the nation's prosperity, to know that the railroads are taxing him to provide a part of the money which they are contributing to the support of the men engaged in another industry," says the Tribune. "Business would be greatly depressed were it not for this year's big crops. The farmers are punished for their labors by railroad discriminations."

We have reproduced elsewhere Secretary Wroth's (Baltimore) rather pessimistic view of the future export grain trade of the country as a document of interest. There is no mistaking the fact that there has been an enormous decrease in grain exports during the past year. There are reasons therefor, mainly of price, in the first instance; but so long as our own consumption is great enough to maintain prices at figures profitable to the growers, one does not quite see the need of worry, except from the exporter's point of view. It is only when the price declines and we are only able to export at a price unprofitable to the growers that a pinch is likely to be felt. Is such a condition likely to obtain? It is not impossible. Modern agricultural devices and machinery ought eventually to seep into European wheat and corn farms, and it is certain that the development of the farm lands of Canada and the Argentine must sooner or later affect our export trade. Europe's power of consumption is limited and will not be increased materially without an appreciable betterment of social and pecuniary conditions there not now visible on the Continent. There is, therefore, likely to be a sharp competition for the business of the old markets; or else Americans must find new outlets. From the competition there is, we believe, no possible escape; nor does the possibility of finding new markets greatly impress one who looks over the field deliberately. The Orange Judd Farmer's project of forcing a market by annexing all the Indians and mixed races as well as our Canadian friends—"God speed the day when the American flag waves over one united, prosperous, happy and virtuous people from the isthmus to the pole,"—has a spread-eagle twang, but it is not conclusive by any means. Even

Mr. Hill's chase for the illusive cent's worth of American flour per Chinaman per day to be eaten in China shows at this moment a more substantial business basis. But the more practicable policy would seem to be an attempt to open markets by reciprocal lowerings of our own tariff bars that shall make it more profitable for Great Britain and Europe to come to the North American continent for food than to go to Russia or South America. This policy has no real economic objections, nor political ones such as making voting citizens of tropical peoples; and is, in fact, a policy the people of the United States would gladly see carried out. And it might be possible but for the personal interests that are permitted to throttle reciprocity in the United States Senate.

The refusal of the Santa Fé road in Kansas to grant sites to farmers' co-operative elevators at certain towns has projected into the field of agitation in that state a new nut for the state officials and courts and the railways to crack. The railway assigned as its reason for said refusal that at Spearville, Abbeyville and Zenith, the points at issue, there are now adequate elevator facilities for all the business in grain done at those stations, which is doubtless true. To this it is replied, however, that the said company is unable to supply cars to handle the grain that is brought to the stations named, and that the complainants (shareholders in co-operative companies) are excluded from the use of the elevators existing at said points, which are private property and used only for the handling and storing of grain of their owners, etc.; therefore they pray that the Railroad Commissioners shall direct the railway company to provide suitable facilities for receiving and handling grain for shipment, etc.; in short, to build elevators for the public use when shipping. It is said that this point has already been passed upon by the Supreme Court of Wisconsin, and that said court has held that while railroads operating in that state may forbid the construction of elevators on their right of way, yet they are required to provide accommodations for the handling of grain the same as for other classes of freight. We have been unable to find this decision after a somewhat careful search of a digest of Wisconsin decisions, and would be glad to have any one refer us to the case. But, as remarked in these columns a month ago, the idea that railways may yet be required to take this step of providing elevators as they do package freight houses is not a new one. In practice, however, we believe it would be as disastrous to the economic handling of grain as it would be to railway incomes; but it is not impossible that the arbitrary refusal of the roads to recognize farmers' companies (which, though objectionable perhaps as shippers and certainly as competitors, have nevertheless all the legal rights of citizens and shippers) and the attempt to defeat the Elkins law by granting rebates to certain shippers under the guise of payments for services rendered, may force the question to a judicial or legislative finish and do the grain trade, both at the country stations, as well as at the terminals, incalculable damage. There are more ways than one of fighting the co-operative elevator; and the way just noted does not seem to be a successful one.

TRADE NOTES

Brown & Gillmer of Dublin, Ireland, have just placed an order for a drier with the Hess Warming & Ventilating Co. of Chicago.

C. A. Burks, the elevator broker of Decatur, Ills., has sold 23 elevators during the year, and has several other deals under way that may be consummated shortly.

Perfection Grain Drier Co., Chicago, have sold a Perfection Grain Drier of 500 bushels per hour capacity to the Des Moines Elevator Co. for their house at Des Moines, Iowa.

The N. P. Bowsher Co. of South Bend, Ind., are mailing the trade a "tickling" reminder of the Bowsher Feed Mills. If you have not received one, a post card request will bring one to you.

The Hart Grain Weigher Company has been granted a permit to erect a four-story and basement brick building as an addition to its property at Peoria, Ill. The improvements will cost \$12,000.

Thomas Roberts, manufacturer of the Victory Feed Mill at Springfield, Ohio, is calling the attention of the trade to the good points of the Victory Mill in a catalogue published the first of December.

Secretary Will of the Steel Storage and Elevator Construction Company, Buffalo, N. Y., has returned to the latter city from Canada, where his company has had a number of important contracts under way.

The Skillin & Richards Mfg. Co. of Chicago have just placed on the market a new improved telescoping spout which embodies entirely new features and which they claim is much more easy of operation than the old style.

The December number of "Graphite," the house organ of the Joseph Dixon Crucible Co., Jersey City, N. J., marks the beginning of the little paper's sixth year. The publication is always interesting and deserving of attention.

The Stephens-Adamson Manufacturing Company of Aurora, Ill., has distributed Catalogue No. 5, devoted to belt conveyors and conveying systems. Elevator owners who are in need of supplies in this line will find the book an interesting one.

The Charter Gas Engine Company of 400 Locust St., Sterling, Ill., has published a folder showing a number of different styles of Charter Gas and Gasoline Engines, and will mail a copy to any one who makes application for it. The Charter Engines are adapted to any situation where an economical power is desired.

An eight-page folder issued by the Hall Distributor Company of Omaha, Nebr., shows a partial list of users of the Hall Signaling Grain Distributor. As the company says, "Continued patronage is testimony par excellence," and the list of prominent grain dealers in various states using Hall Distributors is certainly large enough to be convincing evidence of the worth of the device.

The Garry Iron and Steel Co., Cleveland, O., recently received an order for one of its standard 4,000-pound capacity revolving pneumatic cranes from the New York Central & Hudson River Ry., to be used at West Albany, N. Y., and one from the Louisiana & Arkansas Railway Co., for its Form "T" 3,000-pound Crane, this being the second crane it has furnished to this railway in the last four months.

The S. Howes Company of Silver Creek, N. Y., report that they are very busy in every department of their works. The demand upon them all during the summer for Eureka Cleaners and Packers has taxed the capacity of their extensive shops for the past six months, and now at the beginning of the usually dull season they still have two months' work in hand which will carry them well into the winter. They state that they are receiving many inquiries and orders and the prospects for the future were never brighter. Instead of being obliged to curtail the output of the factory by reducing the

working force or resorting to shorter hours during the dull winter months, they will be obliged to operate at full capacity in order to supply the continual demand for Eureka machines.

"Power Transmission Economics," published in the interest of the Canadian department of the Dodge Mfg. Co., is a bright little monthly filled from cover to cover with matter of interest to the power user. It is well illustrated and ably edited. The last number is especially interesting, the reading matter being above the quality generally found in house organs.

The Sidney Elevator Mfg. Co. of Sidney, Ohio, whose passenger elevators have had a great popularity the past year among grain elevators, is moving into a new building where it will have larger and improved facilities for turning out work. They will manufacture all kinds of handpower freight and passenger elevators and will show the class of work which the company does in a new catalogue which will appear about January 1.

The extent and magnitude of the business of the Jeffrey Mfg. Co., Columbus, Ohio, is exemplified by a new catalogue devoted to coal washing machinery, which is just off the press. The catalogue contains 76 pages and shows that Jeffrey machinery is in use in most of the large mines in this and foreign countries. The company manufactures special machinery for conveying and handling grain, flour, cereals, etc., and issues special illustrated catalogues devoted to these lines, copies of which may be had for the asking.

Herbert H. Rice, who has been in charge of the advertising department of the Nordyke & Marmon Co., Indianapolis, Ind., has resigned to accept a position with the O. L. Chase Mercantile Co., a large mail order house at Kansas City, Mo. Mr. Rice has been succeeded by Harmon W. Marsh, a young man who has been in the employ of the Nordyke & Marmon Co. for nearly three years. Mr. Marsh is a modest young man, but those who know him best assert that he is a worthy successor to Mr. Rice and will keep the Nordyke & Marmon advertising up to the same high standard as heretofore.

C. A. McCotter, secretary of the Grain Dealers' National Mutual Fire Insurance Co., Indianapolis, Ind., is sending out additional calendar pads, for the coming six months, to replace those used on their calendars. In this leaflet enclosed with the pads is the following note: "The memorandum calendar pad is furnished our policy-holders and friends in the hope that it will be of some value, contain some information of benefit and act as a reminder of the company when needing additional insurance. We are working for the benefit of grain dealers only and have demonstrated we can serve them better than any other insurance office."

The Hess Warming & Ventilating Company of Chicago report a most lively demand for driers to be used on the new corn, which is unusually damp. The corn in so many states is soft and immature, that the driers are proving immensely profitable to their owners, as well as a most effective insurance against loss of grain. Large driers furnished by this company the present season have been sent to Bartlett, Frazier & Carrington, Chicago; Westwego Elevator, New Orleans; Urdike Grain Co., Missouri Valley, Iowa; Omaha Elevator Co., Omaha; Duff Grain Co., Nebraska City, Nebr.; Midland Elevator Co., Kansas City, Mo.; Kansas Grain Co., Hutchinson, Kans.; and Nobbe Bros., Farmersville, Ill. Other contracts have been placed, or are pending, for equipments to go to Indiana, Tennessee, Arkansas, Kansas, Missouri, Iowa, Nebraska and Illinois. The demand for kiln dried grain East and abroad has made the drier essential to every up-to-date elevator equipment.

EXPORTS FROM ATLANTIC PORTS.

The export of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Dec. 5, 1903, as compared with same weeks last year, have been as follows:

Articles.	For week ending Dec. 5		For week ending Nov. 28. Nov. 29.	
	1903	1902.	1903.	1902.
Wheat, bushels.....	1,766,000	2,244,000	1,813,000	2,231,000
Corn, bushels.....	930,000	1,060,000	1,243,000	731,000
Oats, bushels.....	52,000	128,000	72,000	367,000
Rye, bushels.....	18,000	65,000	195,000
Barley, bushels.....	4,000	33,000	3,000	25,000
Flour, bbls.....	403,000	443,000	368,300	380,100

ANTI-FREEZING MIXTURE FOR GASOLINE ENGINES.

BY ALBERT STRITTMATTER.

Some two years ago the writer called attention, in the columns of the "American Miller," to some of the special troubles which are likely to be encountered by gas engine operators with the advent of cold weather. Among others, and probably the most common difficulty is the freezing of the cooling water and the bursting of the cylinder jacket. If the water is not thoroughly drained from the cylinder every evening when shutting the engine down, a cracked cylinder is almost sure to be the result. Many times this occurs because the operator thinks that it is hardly cold enough to freeze that night, and a sudden change in the weather does the work. Sometimes the operator merely forgets to drain the cylinder, but the result is the same, whether caused by lack of judgment or carelessness. The cracks resulting vary. Sometimes they can be repaired, but sometimes they require an entirely new cylinder. Many times the engine cylinder does not break, but the water circulating pump bursts, or the strain breaks the pump hanger or bends the side-shaft, etc.

Owing to the possibility of such accidents from carelessness, and owing to the fact that draining the cylinder is more or less of an annoyance, the matter of some substitute remedy has been considered many times by those interested in gas and gasoline engines.

Common salt (chloride of sodium) is sometimes used in solution with the cooling water. Chloride of calcium is also used for this purpose. While these solutions will not freeze at the temperature at which water freezes, they will do so if the temperature gets low enough, and of course it is desirable to know about what degree of cold a mixture will withstand before freezing.

Pure water freezes at a temperature of 32° F. A solution of pure water with one per cent of common salt will freeze at 31.8°; with five per cent of common salt, at 25.4°; with ten per cent, at 18.6°, and with fifteen per cent, at 12.2°. A chloride of calcium solution of one per cent reduces the freezing point to 31°; five per cent, to 27.5°; ten per cent, to 22°; fifteen per cent, to 15°, and twenty per cent, to 5°.

But as the freezing point of a solution is lowered, its specific heat is also reduced. If the specific heat of pure water is regarded as 1.0, the solution of one per cent of salt has a specific heat of 0.992, and of fifteen per cent of salt, a specific heat of 0.855. The one per cent solution of calcium chloride has a specific heat of 0.966, and the twenty per cent solution, 0.834. In other words, while the freezing point of the twenty per cent solution of calcium chloride is greatly reduced, the ability of the solution to carry off heat from the cylinder is also reduced by about fifteen per cent.

Another and possibly more satisfactory way of preventing, or delaying, the freezing of the cooling water is to use a solution of glycerine. Twenty per cent of glycerine is recommended as the proportion that gives the best results. Ordinary commercial glycerine is used and while this solution is not altogether satisfactory, it is probably the most practicable form of anti-freezing mixture now in use for gas engines.

Of course, none of these solutions will prevent freezing, and therefore none is entirely satisfactory. The best thing to do is to use care and not trust to luck that the weather will not get cold enough to freeze the cooling water or the solution used. There are some air-cooled engines on the market, that is, the cylinder has no water cooling jacket, but has ribs on its outside, thereby radiating the heat. These engines, however, are nearly all automobile engines, and those of the stationary type are all of small sizes, as this system of cooling cannot be used on large stationary units.

Then there are several makes of engines which use oil in the cooling system instead of water. These are claimed by the manufacturers to obviate all the difficulties usually encountered in the use of water-cooled engines.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Dec. 12, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	660,000	781,000	230,000	119,000	1,000
Boston	451,000	161,000	72,000		
Buffalo	6,471,000	669,000	1,214,000	468,000	1,799,000
do. afloat					
Chicago	2,589,000	1,581,000	1,171,000	237,000	242,000
do. afloat					
Detroit	325,000	120,000	160,000	6,000	9,000
do. afloat					
Duluth	1,272,000	1,000	410,000	30,000	397,000
do. afloat					
Ft. William	535,000				
do. afloat					
Galveston	1,767,000	137,000			
do. afloat					
Indianapolis	265,000	87,000	30,000		
Kansas City	554,000	53,000	173,000		
Milwaukee	361,000	21,000	251,000	15,000	316,000
do. afloat					
Minneapolis	8,611,000	1,000	1,433,000	81,000	1,471,000
Montreal	163,000	170,000	101,000	1,000	78,000
New Orleans	1,013,000	87,000			
do. afloat					
New York	1,325,000	352,000	890,000	22,000	463,000
do. afloat					
Peoria	1,000	111,000	568,000	30,000	2,000
Philadelphia	140,000	47,000	112,000	2,000	
Port Arthur	250,000				
do. afloat					
St. Louis	4,959,000	15,000	117,000	37,000	37,000
do. afloat					
Tol do.	330,000	384,000	1,120,000	9,000	3,000
do. afloat					
Toronto	31,000		3,000		
On Canal	152,000	155,000	35,000	17,000	69,000
On Lakes	2,137,000	651,000	175,000	85,000	1,005,000
On Miss. River					
Grand Total	34,404,000	5,593,000	8,277,000	1,159,000	5,932,000
Corresponding date 1902	48,151,000	5,498,000	6,193,000	1,302,000	3,841,000
Weekly Inc.	2,362,000	9,000	162,000	100,000	99,000
Weekly Dec.					

FLAX SEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 16 months ending with Nov. as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1903-04.	1902-03.	1903-04.	1902-03.
August	345,226	411,198	97,809	250,496
September	102,620	545,866	162,900	273,292
October	530,960	783,075	166,049	145,142
November	708,953	755,833	41,057	140,400
December		408,271	40,559	
January		258,875	28,643	
February		454,650	39,473	
March		282,200	46,323	
April		206,918	39,367	
May		91,800	46,375	
June		106,250	14,362	
July		234,981	23,491	
Total bushels	1,687,759	4,539,917	470,815	1,088,023

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Dec. 12, has been as follows:

Nov.	NO. 2* R.W. WHT		NO. 1 NO* SP. WHT		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. N. W. FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
13	76½	79½	75½	76½	42½	42½	34	34½	56	56		
14	77½	80½	7½	77½	42½	42½	34½	34½	54½	55	.98	.98
15												
16	80	81	76½	77½	41½	41½	34	34	55	55	1.00	1.00
17	80	82	76½	77½	41½	41½	34	34	53½	55		
18	82	83½	78	79½	42½	42½	34½	34½	53½	55		
19	82½	83½	79½	81	42½	42½	34½	34½	55½	55½	1.00	1.00
20	83	85	80	81½	43½	43½	34½	34½				
21	82½	85½	79½	81½	43½	43½	35½	35½	56	56	.96½	.96½
22												
23	82½	84	79½	81	43	43	35	35			.96½	.96½
24	82½	84	79½	80½	43	43					.97½	.97½
25	82½	81	79½	80½	42	42	34½	35	56½	56½		
26												
27	82½	84½	79½	80½	42½	42½	35	35	56½	56½	.97½	.97½
28	83	84½	80	81½	41½	41½	35	35	56½	57	.97½	.97½
29												
30	83½	86½	80½	82½	42½	42½			56½	56½	.97½	.97½
31												
Dec. —												
1	81½	86½	81½	83½	42½	42½	35½	35½				
2	84	85½	81	82½	42½	42½	34	34	55	55		
3	81½	85½	81½	82½	42½	42½	35½	35½	55	55		
4	84½	86½	81½	83	43½	43½	35	35	53	54½		
5	86	80½	81½	82½	41½	41½	35	35½				
6												
7	84½	86½	81½	83	44	44½	34½	35			.97½	.97½
8	84½	86½	82	82½	44	44½	34½	34½	56	56	.97½	.97½
9	83½	86½	80½	82½	44½	44½	34½	34½			.98	.98
10	81½	84½	78½	80½	44	44			53½	53½		
11	82½	84½	79½	80½	42½	42½	35	35½			.98½	.98½
12	81½	83½	78½	79½	41½	41½						

† Holiday.

During the week ending November 20, prime contract Timothy seed sold at \$2.85@3.00 per cental; prime contract clover seed at \$10.50@10.56; Hungarian at \$0.80@1.00; German millet, \$0.75@1.00; buckwheat at \$1.30@1.40 per 100 pounds.

During the week ending November 27, prime contract Timothy seed sold at \$2.87½@2.92½ per cental; prime contract clover seed at \$10.65@10.85; Hungarian at \$0.90@1.10; German millet at \$0.75@0.90; buckwheat at \$1.30@1.40 per 100 pounds.

During the week ending December 4, prime contract Timothy seed sold at \$2.90@3.02½ per cental; prime contract clover seed at \$10.90@11.00; Hungarian at \$1.00@1.25; German millet at \$0.75@1.00; buckwheat at \$1.35@1.40 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of Nov., 1903:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	271,246	595,189	87,935	371,376
Corn, bushels	1,327,575	858,651	1,379,894	514,417
Oats, bushels	346,517	120,235	40	71,393
Barley, bushels		36,331		
Rye, bushels	62,738	432,343	8,571	304,303
Timothy Seed, lbs.	7,114	2,930	6,934	4,128
Clover Seed, lbs.	1,548		2,042	1,445
Hay, tons	5,656	6,350	1,853	1,477
Flour, bbls.	444,608	340,242	277,473	322,845

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	989,552	1,622,440	794,069	1,287,710
Corn, bushels	741,621	174,588	782,340	61,738
Oats, bushels	497,363	503,972	44,940	63,924
Barley, bushels	51,752	97,637	17,411	49,983
Rye, bushels	2,845	3,003		
Flax Seed, bushels	1,123	280,072		16,200
Millfeed, tons	1,316	1,200	185	629
Corn Meal, bbls.	1,185	1,365	3,818	1,250
Oat Meal, bbls.	14,020	17,526	5,484	5,143
Oat Meal, sacks	11,220	6,691	18,106	3,149
Hay, tons	16,450	14,570	570	3,050
Flour, bbls.	171,761	230,793	49,448	101,104

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Receipts by lake; shipment by rail.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	9,324,643	11,482,714		
Corn, bushels	5,173,166	2,720,505		
Oats, bushels	2,548,396	2,826,642		
Barley, bushels	3,189,357	2,684,513		
Rye, bushels	661,872	710,998		
Timothy Seed, lbs.				
Other Grass Seed, lbs.	87,504	84,207		
Flax Seed, bushels	3,317,400	3,989,310		
Hay, tons				
Flour, bbls.	1,748,552	2,009,714		

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	5,219,530	4,605,935	3,241,718	2,773,063
Corn, bushels	6,617,275	4,439,679	7,689,717	4,840,075
Oats, bushels	6,979,644	7,930,917	4,777,916	5,831,751
Barley, bushels	4,055,856	2,101,981	424,731	565,990
Rye, bushels	207,636	584,875	2,746,768	572,860
Timothy Seed, lbs.	5,357,496	7,114,820	1,341,580	2,546,863
Clover Seed, lbs.	667,705	2,012,460	602,140	617,037
Other Grass Seed, lbs.	2,196,770	2,085,259	4,763,467	1,825,873
Flax Seed, bushels	723,246	961,089	20,995	55,928
Broom Corn, lbs.	2,026,500	2,334,800	1,307,895	1,503,000
Hay, tons	19,517	14,614	1,201	779
Flour, bbls.	774,999	606,739	516,202	456,229

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	155,496	230,852	144,120	127,656
Corn, bushels	451,736	473,900	211,154	146,207
Oats, bushels	266,542	416,864	148,293	283,770
Barley, bushels	158,400	123,800	1,621	2,402
Rye, bushels	49,692	66,716	7,041	14,531
Timothy Seed, bags	5,911	11,356	1,654	1,646
Clover Seed, bags	3,311	7,491	1,178	3,916
Other Grass Seed, bags	12,211	11,585	7,980	9,251
Malt, bushels				
Hay, tons	9,902	11,275	5,066	3,956
Flour, bbls.	132,582	271,307	83,573	211,830

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	137,048		296,600	
Corn, bushels	530,882		292,031	
Oats, bushels	637,856		168,372	
Barley, bushels	4,776		1,800	
Rye, bushels	600			
Flax Seed, bushels	200,000			
Hay, tons	6,826		1,275	
Flour, bbls.	49,310		19,170	

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.	
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ELEVATOR AND GRAIN NEWS

ILLINOIS.

R. C. Cox is erecting a grain elevator at Cora, Ill.

The new elevator at Healey, Ill., has been completed.

A farmers' elevator is in contemplation at Mendota, Ill.

It is stated that a new elevator is being built at Shabbona, Ill.

Stock is being subscribed for a farmers' elevator at Tehran, Ill.

The new Collins Elevator at Ficklin, Ill., is nearly ready for business.

An addition has been built to Taylor's grain office at Earlville, Ill.

J. H. Williams of Kenney, Ill., will build an elevator at Clinton, Ill.

Adkin Bros. are building an addition to their elevator at Prentice, Ill.

Sherman Bocock's new elevator at Camp Grove, Ill., is nearly completed.

William Murray's 50,000-bushel elevator at White Heath, Ill., is completed.

E. H. Beggs of Ashland, Ill., is remodeling his elevator at Greenview, Ill.

A switch track has been put in to the new Farmers' Elevator at Shirley, Ill.

C. R. Lewis of Prentice, Ill., is building elevators at Arnold and New Berlin, Ill.

The Ogden Grain Co. is building new corn cribs near its elevator at Ogden, Ill.

The Strawn Elevator Co.'s co-operative elevator at Strawn, Ill., is about completed.

J. R. Wagner is making extensive improvements to his elevator at Metamora, Ill.

A farmers' elevator will be built at Mt. Pulaski, Ill., as soon as a site can be secured.

The National Elevator Co. succeeds O. V. Myers & Co. in the grain trade at Newman, Ill.

E. A. Brown has installed a new boiler in the engine room of his elevator at Fulton, Ill.

Baker, Jones & Co. of Manhattan, Ill., have purchased the grain elevator at Brisbane, Ill.

Bailey Bros. & Kearney have completed a new grain office near their elevator at Ullrich, Ill.

The Farmers' Elevator & Live Stock Co. has about finished its new elevator at Morton, Ill.

Ensign & Wheeler have installed a 16-horsepower gasoline engine in their elevator at Hudson, Ill.

The Metzgar Elevator at Pana, Ill., has been overhauled and remodeled and new machinery installed.

E. A. Wood is building corn cribs and oats bins with a capacity of 30,000 bushels at New Royal, Ill.

The new elevator now being built by J. H. Hawes at Atlanta, Ill., will have a capacity of 25,000 bushels.

The Knight Grain Co. of Monticello, Ill., has sold its implement business to W. K. Davidson of that place.

H. E. Parsons of Philo, Ill., has built an addition to his grain office to be used as a flour and seed room.

It is stated that a farmers' elevator with a capacity of 30,000 bushels will be built at Arcola, Ill., next spring.

The Lacharite-Jacobs Grain & Lumber Co. succeeds Lacharite & Jacobs in the grain business at Assumption, Ill.

Work has been commenced on Andrew Drohan's new elevator at Danvers, Ill., to replace the one recently burned.

F. E. Wendel has sold his grain business at Forrest, Ill., to his father, Henry Wendel, who has taken possession.

W. E. Wait has installed a 17-horsepower gasoline engine in his elevator at Glenarm, Ill., and made other improvements.

A farmers' elevator company has been organized at Graymont, Ill., with a capital of \$10,000, to build an elevator at that point.

J. J. Woodin has sold his elevator at St. Joseph, Ill., to J. B. Woodin and will remove to Louisiana, where he has extensive interests.

The North-Western Elevator & Grain Co. of Peoria, Ill., has placed an order for an improved Hall Distributor to be installed at Ogle, Ill.

Sam Finney, 425 Rialto building, Chicago, has completed two new grain elevators along the line of the C. & E. I. R. R. One is located at Finney,

Ill., and has a capacity of 40,000 bushels. The other is at Judyville, Ill., and is a 50,000-bushel house.

The Neola Elevator Co. has made several improvements to its elevator at Tampico, Ill., including a new foundation under its scales.

A 30-horsepower motor has been installed in the Churchill Elevator at Fairbury, Ill., to replace the engine which has been in use since 1871.

A local architect is said to have prepared plans for a grain elevator to be erected on the north-west side, Chicago, to cost about \$25,000.

The directors of the Rowell Elevator Co. of Rowell, Ill., have called a stockholders' meeting to vote on the proposition of increasing the capital stock.

J. N. Black has sold his elevator at Mahomet, Ill., to William Wycle, who was in the grain business near Des Moines, Iowa, prior to removing to Mahomet.

The directors of the Chicago Board of Trade have been notified of the transfer of the three Hatley Elevators, "A," "B," and "C," to Boore & Co., Chicago.

The elevator at Findlay, Ill., is being remodeled and repaired. The building will be made six feet higher and a new corn sheller and other machinery installed.

The managers of the Chicago Terminal Elevator Co., Chicago, have asked the directors of the Chicago Board of Trade to declare its Union Elevator irregular.

The Union Elevator Co. has completed and started its 40,000-bushel grain elevator at Penrose, Ill. The Burrell Engineering & Construction Co. was the builder.

N. A. Gault has purchased of Samuel Reynolds the latter's elevator and feed business at Elizabeth, Ill. William Kevern will have charge of the business for the owner.

The Maroa Elevator Co., which recently purchased the Allsup Elevator at Maroa, Ill., took possession on December 1. Benjamin Parker has charge as manager.

The Truby Grain Co. is building an elevator on the E. J. & E. right-of-way at Minooka, Ill. It is now expected that the new house will be ready for business January 1.

Frank G. Ely's new 100,000-bushel grain elevator at Grand Crossing, Chicago, will be completed about January 1. The Skillin & Richards Manufacturing Co. furnished the machinery.

The Greenview Farmers' Elevator Co. has been chartered at Greenview, Ill., with a capital stock of \$5,000. The incorporators are Homer J. Tice, George D. Warnsing and John W. Cogil.

H. E. Ensley of Waverly, Ill., who operates elevators at that place and at Maxwell, Ill., has purchased V. C. Elmore's elevators at Lowder and Rohrer, Ill., and has also acquired the elevator at Girard, Ill.

John I. Everson has purchased J. F. Cooley's elevator at Kenney, Ill. The consideration was \$8,000, possession being given December 1. Mr. Cooley will remove to Indiana, where he will engage in the grain business.

The United Grain Co. has leased the elevator on the Rock Island Road at Sixty-third Street, Englewood, Chicago, and is remodeling and equipping it with new machinery furnished by the Skillin & Richards Manufacturing Co.

G. P. Bowan, Son & Co., of Grayville, Ill., have built a new corn crib at Crowleyville, Ill. The firm had a 20,000-bushel crib at that place, but it proved too small for the needs of the business. The new crib is 106x14 feet in dimensions and 20 feet in height.

C. E. Davis has sold his elevator, store, residence, etc., at Fairbanks, Ill., to the recently incorporated Fairbanks Grain & Coal Co. The consideration was \$9,000. Under the terms of the sale, Mr. Davis is to complete the elevator now in course of construction and to retain possession until April 1, 1904.

Howard S. Barker has purchased the elevator, coal and lumber business of H. J. McDonald at Frankfort Station, Ill. The consideration was \$10,500. The elevator has a capacity of 40,000 bushels. Mr. Barker will continue to operate it, and will also handle coal. The lumber business has been sold to the grain firm of Jurz & Boems.

The Farmers' Grain Co., of Hillsboro, Ill., has incorporated with a capital of \$10,000. The incorporators are: Jas. Bentley, H. H. Hitchings and F. D. Belknap. The following officers have been elected: President, W. C. Rebhan; secretary, A. E. Witt, and treasurer, J. A. Bentley. The new company will build a co-operative elevator, which will be managed by F. J. Zimmerman.

Work has been begun on Bartlett, Kuhn & Co.'s new elevator at Lovington, Ill., which was destroyed by fire recently. The foundations of the new structure are of concrete and the elevator will be 28 feet square and 80 feet in height. There will also be a secondary dump in addition to the regular dump and increased crib capacity for ear corn. The sec-

ondary dump will be connected with the elevator proper by a drag belt and the corn will be elevated to the sheller without any handling.

The United Elevator & Grain Co. of St. Louis, Mo., which recently sold its elevator at East St. Louis, Ill., to the Wiggins Ferry Co., has had its bond withdrawn, making the house irregular. The Wiggins Ferry Co. has leased the elevator to Canby & Co., Chicago, and the latter firm will have to file a new bond to make the house regular again.

The recently incorporated Penrose Elevator Co. of Penrose, Ill., has let the contract for a 40,000-bushel elevator to the Burrell Engineering & Construction Co. of Chicago. It is expected to have the new house completed by February 15. The Penrose Elevator Co. is capitalized at \$5,000 and is composed of farmers of Penrose and vicinity.

The grain and banking firm of Porch & Adams at Cabery, Ill., will be absorbed by a stock company to be incorporated with \$100,000 capital stock. The new concern will engage in the grain and banking business in that section of the state and will buy or lease elevators at various points. Nelson Adams and Pat Whalon of Cabery, Ill., and James Porch of Chebanse, Ill., are at the head of the proposed company and the main office of the concern will probably be at Cabery.

C. A. Burks of Decatur, Ill., has sold his two elevator properties at Galesville, Ill., to Charles Shelby of Tolono, Ill. Mr. Shelby recently sold a one-half interest in his plant at Tolono to E. B. Armstrong, who, it will be remembered, sold his elevator at Tolono to A. H. Edwards, formerly of the firm of Parsons & Edwards of Philo, Ill. Pat. Hayes will remain in charge of the Galesville properties and buy grain for Mr. Shelby. The latter's brother will assist Mr. Hayes at Galesville.

The Shellabarger Mill & Elevator Co. of Decatur, Ill., will change its corporate name to Shellabarger Elevator Co. When the company sold its milling plant at Decatur, Ill., to the American Hominy Co. the charter under which the Shellabarger Mill & Elevator Co. had operated was not surrendered. Since that time the Decatur Elevator Co. has been organized with a capital of \$50,000, the principal stockholders being D. S. and W. L. Shellabarger. The new organization finds that the limit placed upon its capital stock is such that it will not permit the carrying on of the volume of business desired unless permission to increase is given. It is now the intention to change the name of the old organization, which is capitalized at \$150,000, to the Shellabarger Elevator Co., and then absorb the Decatur Elevator Co.

OHIO, INDIANA AND MICHIGAN.

Manuel Wilson has built an addition to his elevator at Caledonia, Mich.

D. A. Platz & Co. succeed D. A. Platz in the grain trade at Shipshewana, Ind.

J. P. Parthouse has completed a 35,000 bushel grain elevator at Morral, Ohio.

It is reported that J. S. Harshman is now out of the grain business at Springfield, Ohio.

John D. Stephenson succeeds Stephenson Bros. in the grain business at Rushsylvania, Ohio.

The Mollett Grain Co. will equip its elevator at Jefferson, Ind., with an improved Hall Distributor.

George Williamson is building a large grain elevator on the site of his old warehouse at Clay City, Ind.

The machinery has been installed in Mead & Woodward's new elevator at Collins, Ohio. It will be operated by a gasoline engine.

The Miami Grain Co. of Xenia, Ohio, has purchased George M. Perrill's elevator at Bowersville, Ohio. The consideration was \$10,000.

Patty & Coppock's new elevator at Fletcher, Ohio, has been opened for business. It is larger and more modern than the one destroyed by fire last summer.

An attempt was recently made to burglarize the grain office of Whitney & Co. at Columbus, Ohio, but the thieves were frightened away and left their plunder behind.

William D. Foresman, a grain dealer at Foresman, Ind., has made an assignment for the benefit of his creditors. J. D. Rich of Brook, Ind., is named as assignee. Mr. Foresman's liabilities are \$20,000 and the assets are nearly enough to cover that amount.

In attempting to open the safe in the Big Four Elevator at Warsaw, Ind., which had been previously visited by cracksmen, who were frightened away after inserting a charge of nitroglycerin, Elmer Kinsey and Delph Moore, of that city, were severely injured by an explosion.

Joseph Timmons is building a new 50,000-bushel elevator at Lake View, Ohio, to replace the one burned some months ago. The new house will be 60x50 feet in dimensions by 90 feet in height and will have double the capacity of the burned elevator. The equipment will include a 10,000-bushel ear corn dump and swinging scales with a capacity of 60,000 pounds of grain. A 40-horsepower engine

will furnish power for operating the machinery and a dynamo will be installed to furnish electric light for the elevator and perhaps for lighting the town.

The Miami Grain Co. has been incorporated at Xenia, Ohio, with a capital stock of \$50,000, by C. H. Little, G. N. Perrill, Foss Zarthman, Asa Little, and A. V. Perrill.

Thorn & Shine's new 50,000-bushel elevator at New Albany, Ind., is nearly completed and it is expected to have it in operation about December 15. The new building will cost over \$12,000 and the machinery will be operated by electrical power. The Monon Railway Co. has put in a side track to the elevator.

The Crabbs-Reynolds-Bell Grain Co. has about completed its new 65,000-bushel elevator at La Fayette, Ind., and expected to have it in operation by Christmas. The new house is of crib construction, 86 feet in height and metal clad. In connection with the elevator the company will do feed grinding on quite an extensive scale. A 100-horsepower engine and boiler have been installed to supply the motive power. The new plant represents an expenditure of \$25,000 and is equipped with modern machinery throughout. Henderson & Friedline of Chicago were the architects and the Skillin & Richards Manufacturing Co. furnished the machinery.

IOWA.

Nipp & Kruse are building an elevator at Dumfries, Iowa.

Ed. Anderson is building an elevator at Hawthorne, Iowa.

The Iowa Elevator Co. will build an elevator at Bentley, Iowa.

W. H. Eaton has begun work on his new elevator at Emerson, Iowa.

C. F. Nipp's elevator at Mineola, Iowa, is completed and in operation.

J. S. Pepper succeeds J. S. Pepper & Co. in the grain trade at Selma, Iowa.

The Twamley-Dawson Grain Co. is building an elevator at McClelland, Iowa.

J. H. Schmid has installed a new gasoline engine in his elevator at Kirkman, Iowa.

William Aiton and C. D. Drescher have purchased J. A. Carr's grain business at Bedford, Iowa.

The German Grain Co. has succeeded Rickey & Gerlach in the grain business at Griswold, Iowa.

Peter Lamp has acquired Valentine & Crow's elevator at Mapleton, Iowa, and will continue the business.

P. P. Schowalter has purchased the interest of Chris Roth in the grain firm of Keith & Roth at Wayland, Iowa.

Geo. and Jos. Wagner of Kolona, Iowa, have purchased an elevator at Marridon, Iowa, and will remove to that place.

Inglis Bros. of Cambridge, Iowa, are tearing down a part of their elevator at that place and removing it to Laurins, Iowa.

The Clinton Grain Co. has built coal sheds near its elevator at Titonka, Iowa, and will handle fuel in connection with its grain business.

Michel & Co. of Dixon, Iowa, are said to have sold their grain business to William Heuer of that place, possession to be given January 1.

The Great Western Elevator Co. has closed its house at Boone, Iowa, and transferred its agent, Ed. Drake, to its elevator at Dayton, Iowa.

Niander & Co. have sold their elevator at New Albion, Iowa, to the recently organized Farmers' Stock & Produce Co. of that place. The consideration was \$2,500.

The Younglove & Boggess Co. of Mason City, Iowa, will install improved Hall Distributors in the elevators which they are building at Halbur and McClelland, Iowa.

J. E. Miller's elevator at Independence, Iowa, was burglarized recently. The robbers broke into the office and carried away a typewriter and a satchel containing books and papers.

It is reported that one of the stockholders of the M. C. McFarlin Grain Co. of Des Moines, Iowa, has asked that a receiver be appointed for that concern. The company owns a number of country houses throughout Iowa.

The Farmers' Elevator & Live Stock Co., which was organized some time ago at Boone, Iowa, has filed articles of incorporation. The company is capitalized at \$5,000 and is authorized to deal in grain, lumber, live stock, etc.

C. C. Rasmussen & Son of Harlan, Iowa, who recently purchased the old Des Moines Elevator and removed it to a site adjoining their mill, have overhauled and remodeled the house. An office has been built and the firm is buying grain.

H. B. Laird has sold his interest in the grain, lumber and coal business of Laird & Granger at Nashua, Iowa, to A. H. Nafus of Burt, Iowa. Mr. Laird's residence property was also purchased by Mr. Nafus. Possession was given at the time of the

sale and the business is now being conducted under the firm name of Granger & Nafus.

H. H. Frerichs of Grundy Center, Iowa, and John Frerichs of Holland, Iowa, have purchased the interest of Harm Frerichs in the grain and coal business of Frerichs Bros., at Grundy Center and Holland, Iowa. The purchasers will continue the business under the firm name of H. Frerichs & Bro.

Joseph Miller has purchased C. D. Butterfield's interest in the grain and milling business of Hulsizer & Co. at Hamburg, Iowa. The new firm will engage in the seed business and the shipping of corn. A brick seed house, 30x50 feet in dimensions, is being built.

The elevator of the Updike Grain Co. at Missouri Valley, Iowa, that was destroyed by fire about two months ago, is being rapidly replaced by a structure that will be fireproof and 30 feet higher than the old elevator. The capacity of the building will be 300,000 bushels and it will cost about \$100,000. Several hundred men are at work pushing the work to an early completion.

The Farmers' Co-operative Society of Dougherty, Iowa, has elected the following officers: President, Thomas McManus; vice-president, P. Gorman; secretary, Eugene Shaw; treasurer, P. Boyle; directors, D. W. Barr, Ed. Mitchell, Will Connors, J. C. Breen and E. Esslinger. The above organization is only temporary as a permanent one will be effected at the annual meeting to be held next March. The society has not yet succeeded in obtaining an elevator site and is endeavoring to have a bill passed by the Iowa legislature compelling the railways of that state to furnish sites for elevators whenever desired.

MISSOURI, KANSAS AND NEBRASKA.

Bailey & Connet have resingled their elevator at Axtell, Kans.

A farmers' elevator will, it is stated, be built at Hoisington, Kans.

The new farmers' elevator at Phillipsburg, Kans., is now in operation.

The new grain elevator at Farmington, Kans., is now well under way.

L. L. Coryell is building a large ear corn elevator at Auburn, Nebr.

The farmers' elevator at Indianola, Nebr., is nearly ready for operation.

Ed. Hasenwiukle's new elevator at Hughesville, Mo., is about completed.

F. A. Derby of Sabetha, Kans., has bought an elevator at Esbon, Kans.

Lint & Co.'s new elevator at Frankfort, Kans., has been opened for business.

E. Johnson has sold his grain elevator at Everest, Kans., to George G. Baker.

The Smith Grain & Elevator Co. is building an elevator at Piedmont, Kans.

The Twamley-Dawson Grain Co.'s new elevator at Edholm, Nebr., is completed.

Farmers' elevators are said to be in prospect at Fullerton and Belgrade, Nebr.

The new farmers' elevator at Dorchester, Nebr., has been opened for business.

The Santa Fe Elevator at Solomon, Kans., has been overhauled and repaired.

H. Barber & Sons are reported to have sold their elevator at College View, Nebr.

The Avilla Milling Company of Avilla, Mo., is putting up a new wheat elevator.

G. G. Commer has succeeded P. P. Lonsberger in the grain business at Willis, Kans.

Work on the new Farmers' Elevator at Hutchinson, Kans., is progressing favorably.

G. A. Jones has installed a new Eureka Separator in his elevator at Everest, Kans.

The S. R. Washer Grain Co. will build an addition to its elevator at Atchison, Kans.

The Douglas Grain Co. has succeeded A. Wilkie in the grain business at Douglas, Kans.

A. L. Hartzell has completed his new elevator in connection with his mill at Peru, Kans.

John W. Harbert has sold his interest in the elevator at Benedict, Nebr., to E. J. Harbert.

William Thornton of Green, Kans., has bought S. J. Thompson's elevator at Soldier, Kans.

The White Cloud Milling & Elevator Co. has finished its new elevator at White Cloud, Kans.

The new elevator at Cambridge, Nebr., will be equipped with an improved Hall Distributor.

E. M. Clift, formerly of Lincoln, Nebr., has engaged in the grain business at Centralia, Kans.

L. H. Powell, grain, hay and feed dealer, has removed from Muskogee, I. T., to Wichita, Kans.

B. A. Ragan of Valley Falls, Kans., has finished grain elevators at Nichols and Mackintosh, Kans.

The new 75,000-bushel elevator of the Stevens-Scott Co. at Wichita, Kans., is finished and has been opened for business. The house is modern in

construction and equipment and represents an expenditure of \$16,000.

The Farmers' Grain & Live Stock Co. is rebuilding its buried elevator at Pretty Prairie, Kans.

The new 75,000-bushel co-operative elevator at Stockton, Kans., is reported to be about finished.

Beshka & Schrieber have succeeded the Olmitz Elevator Co. in the grain business at Olmitz, Kans.

It is stated that the Hunter Milling Co. will build a 55,000-bushel elevator at Wellington, Kans., next spring.

The Nekoma Grain & Live Stock Co. has been chartered at Nekoma, Kans., with a capital stock of \$3,000.

Branches of the Farmers' & Merchants' Freight Association have been formed at Valley Center and Andale, Kans.

The Farmers' Co-operative Grain Association of South Bend, Nebr., has incorporated with a capital stock of \$5,000.

The Saxony Mills of St. Louis, Mo., are building a private elevator with a capacity of from 40,000 to 50,000 bushels.

R. E. Roberts is building an addition to his elevator at Arlington, Nebr., to increase the capacity to 16,000 bushels.

The John H. Lynds Grain & Elevator Co. has completed and started up its new elevator at White Cloud, Kans.

The Farmers' Grain, Fuel & Live Stock Co. has been incorporated at Pawnee Rock, Kans., with \$10,000 capital stock.

W. C. Hamilton of Ives, Nebr., has bought John R. King's grain and feed store at Benkelman, Nebr., and will continue the business.

Richard Thompson of Langdon, Mo., and Davis Bros. of Rockport, Mo., have purchased Noble & Wilson's elevator at Watson, Mo.

Perry Frazier of Dubois, Nebr., who recently purchased the elevator of George W. Potts at Dentonville, Kans., has taken possession.

The work of repairing Frank Spurck's elevator at Nelson, Nebr., which was badly damaged by fire a short time ago, has been completed.

The Farmers' Co-operative Shipping Association of McLouth, Kans., is reported to have purchased the Union Elevator at that place for \$4,000.

William Cowle has disposed of his interest in Dickerhoof & Cowle's Elevator at Severance, Kans., to his partner, H. B. Dickerhoof, and will re-engage in farming.

The elevator at Portland, Kans., owned by Arkansas City, Kans., parties, and operated by Frank Krebs, was broken into recently and about 25 bushels of wheat stolen.

The Ewart-Wilkerson Grain Co. has bought the grain and coal business of Otto Osterberg at Wahoo, Nebr. M. O. Worrall of Weston, Nebr., is in charge as local manager.

H. C. Hart has purchased J. H. Pope's grain and coal business at Edgar, Nebr. The new owner has taken possession and will continue the business. The consideration was \$5,500.

The Farmers' Supply Co. of Hildreth, Nebr., despairing of persuading the railway company to build a side track, has erected a large spout reaching from the top of the elevator to the track.

A company was recently formed at Glenville, Nebr., for the purpose of building a farmers' elevator. H. C. Kissinger is president of the company, W. D. McGaffey, secretary, and L. L. Brandt, treasurer.

The Shellabarger Mill & Elevator Co. of Salina, Kans., has added the 20,000-bushel Morrison Elevator at Lincoln, Kans., to its string of houses. The purchase price was \$6,000. The company now owns nine elevators with a total storage capacity of 283,000 bushels.

The Omaha Terminal Grain Co. has been chartered at Omaha, Nebr. The officers are A. B. Stickney, president, and Charles Battell, secretary and treasurer. It is stated that the stock in the new company has all been subscribed by shareholders of the Great Western Railway Co.

The Hinds & Lint Grain Co. has purchased the site at Atchison, Kans., now occupied by the plant of the Atchison Sand & Supply Co. and will build an elevator. The purchase price was \$2,500, the sale being made by the receiver of the last named concern. The site chosen will give the grain company access to both the Missouri Pacific and B. & M. R. tracks.

The Rock Milling & Elevator Co. (formerly the Rock Grain Co.) of Great Bend, Kans., has purchased 36 acres of land along the Atchison, Topeka & Santa Fe Railway at Hutchinson, Kans., and will build a 120,000-bushel elevator. The new house will be used largely as a cleaning and transfer elevator. Work on the new plant will be begun early next year and it will be finished in time to handle next season's crop. The large tract secured will be utilized for switch tracks and storage

buildings besides furnishing a site for the elevator proper.

John H. Budderberg and C. H. Korff of Omaha, Nebr., have taken out a building permit for the erection of an elevator and feed mill in that city. The building will be three stories in height and is to cost \$2,000. It will be located on the Belt Line Railroad.

The Chamber of Commerce of Wichita, Kans., is endeavoring to secure larger elevator capacity for that city. One proposition now being considered is to increase the capital stock of the Nevling Elevator Co. to \$50,000 and increase the capacity of that concern's elevator to 1,000,000 bushels. Another plan also in prospect is to organize a new company with a capital of \$50,000 to build a 1,000,000 bushel elevator if the other proposition does not materialize.

WESTERN.

The Tacoma Grain Co. has closed its warehouse at Sprague, Wash., for the season.

The Palmerston-Harvey Grain Co. proposes to erect a building 40x122 feet in dimensions at Seattle, Wash. The new structure is to be used for storage purposes.

Joseph Fair and C. L. Rowe have purchased the two warehouses, feed mill and grain cleaner at Dayton, Wash., owned by the heirs of the H. W. Coleman estate. The purchase price was \$10,000, and possession was given December 10. The property has been operated by Balfour, Guthrie & Co. for the past two years.

SOUTHERN AND SOUTHWESTERN.

S. A. Massey & Co. have completed a large grain elevator at Gage, Okla.

The Chickasha Milling Co. is building an elevator at Chickasha, I. T.

Bishop & Son succeed R. J. Bishop in the grain business at Gage, Okla.

H. M. Beakley & Son succeed H. M. Beakley in the grain business at Coleman, Texas.

Esteve Bros. & Co. succeed to the grain business of L. Esteve & Co. at New Orleans, La.

The Statesville Flour Mills Co. is building a 40,000-bushel grain elevator at Statesville, N. C.

The Stinson-Morrison Grain & Elevator Co. succeeds the firm of Stinson-Morrison & Co. in the grain business at Oklahoma City, Okla.

It is stated that a Mr. Bookwalter of Arkansas City, Kans., is contemplating building a 300-barrel mill and a large elevator at Lawton, Okla.

Reed & Long are building a 6,000-bushel grain elevator at Rippon, W. Va. An 8-horsepower gasoline engine will be installed to run the machinery.

J. C. Robb is building an addition to his elevator at Kingfisher, Okla. When the improvements are completed the elevator's capacity will be doubled.

The Perry Mill Co. of Perry, Okla., announces that it has completed a new 75,000-bushel elevator and now has a storage capacity of 150,000 bushels. The company contemplates erecting three more new elevators on the new railroad recently completed through that section.

NORTH DAKOTA.

The National Elevator Co. is erecting coal sheds at Minot, N. D.

It is stated that a farmers' elevator may be built at Towner, N. D.

The National Elevator Co. is putting up coal sheds at Hamilton, N. D.

William Putman has built an addition to his elevator at Kenmare, N. D.

The Sorenson Milling Company has completed its new elevator at Lisbon, N. D.

The St. Anthony & Dakota Elevator Co. is building an elevator at Mohall, N. D.

M. Anderson has built a flat house at McHenry, N. D., and is now buying grain.

C. C. Mortrude has completed and opened his new elevator at East Edge, N. D.

The new elevator now being built at Glenburn, N. D., will have a capacity of 35,000 bushels.

A new elevator is being built at Voss, N. D., to replace the one recently destroyed by fire.

The Russell-Miller Milling Co. has recently purchased additional elevators at Valley City, N. D.

The Dakota Elevator Co. has removed its elevator at Walhalla, N. D., to a more favorable site and has remodeled it.

W. H. McPherson has leased the elevator at Hobart, N. D., and installed a gasoline engine and cleaning machinery.

Three elevators with a combined capacity of 100,000 bushels are being built at the new town of Lansford, N. D., on the new Granville extension of the Great Northern Railway. The houses are being built by the Imperial Elevator Co., the Minneapolis & Northern Elevator Co. and McCabe Bros.

SOUTH DAKOTA.

The new Cargill Elevator at Lane, S. D., is about ready for business.

C. F. Porter has purchased a site at Wilmot, S. D., and will build an elevator.

L. N. Loomis' new elevator at Wessington Springs, S. D., has been opened for business.

The Truax & Betts Elevator Co.'s new house at Loomis, S. D., is nearly completed.

The Ferney Farmers' Elevator Co. has completed its 20,000-bushel elevator at Groton, S. D., and is building coal sheds for the purpose of handling fuel.

The business men of Viborg, S. D., have organized a company to engage in the grain business. The company will incorporate with a capital stock of \$5,000 and has asked the Great Northern Railway Co. for an elevator site. Until the elevator is built a scooping business will be done.

The recently organized Farmers' Elevator Co. of Colman, S. D., held a meeting on December 4 and decided to take the matter of securing an elevator site into the courts unless the request for a location was granted. J. L. Youel resigned as president of the organization and B. E. Nace was elected to fill the vacancy caused by the resignation.

The S. Y. Hyde Elevator Co. has finished its new elevator and flat warehouse at Wessington Springs, S. D. The elevator has a storage capacity of 20,000 bushels and the warehouse is capable of holding about one-half as much. The latter will be used at present for the storage of flour, feed, etc. Coal sheds have also been built and the company will handle fuel in connection with its grain business. J. S. Emerson has charge as local agent.

MINNESOTA AND WISCONSIN.

G. F. Rahn has opened his elevator at Belview, Minn.

The Milwaukee Elevator Co. is putting up an elevator at Ruskin, Minn.

Gillett & Cooper have completed their new elevator at Kerkhoven, Minn.

The two cleaning elevators at Kasota, Minn., are said to be running day and night.

G. H. Shontz has his new elevator at Parkers Prairie, Minn., ready for business.

Douglas & Dunn, grain dealers at Lake Geneva, Wis., are reported to have sold out.

C. G. Stevenson & Co.'s new elevator at Dover, Minn., has been opened for business.

The recently completed Farmers' Elevator at Lanesboro, Minn., has been started up.

H. K. May has been admitted to a partnership in the grain firm of Hanson & Cole at Canby, Minn.

The Farmers' Elevator Co. of Truman, Minn., has opened its new elevator and is now buying grain.

The Ellendale Farmers' Elevator Co. of Ellendale, Minn., has about succeeded in obtaining an elevator site.

The Powers Elevator Co. has remodeled its elevator at Rice, Minn., to a cleaning and mixing plant.

B. Cronan has closed his elevator at Elkton, Minn., and returned to his home at Rose Creek, Minn.

The Duluth Elevator Co. has built a large coal shed near its elevator at Northcote, Minn., and will handle fuel.

The Peavey Elevator Co. has erected coal sheds near its elevators at Winnebago City and Blue Earth, Minn.

Some new machinery has been installed in the farmers' elevator at Ivanhoe, Minn., and necessary repairs made.

A new foundation has been built under the Kling Elevator at Hartland, Minn., and other repairs made to the house.

The Farmers' Elevator Co. of Redwood Falls, Minn., has purchased a lot near its elevator and erected a large corn crib.

The N. C. Foster Lumber Co. of Fairchild, Wis., has decided to build a new elevator during the coming spring or summer.

It is stated that an independent elevator may be built at Hanska, Minn., if a site can be secured from the railway company.

Herman Swenson has purchased and will operate the elevator at Lafayette, Minn., which has heretofore been managed by Victor Lund.

The Consolidated Elevator Co.'s elevators "D" and "G" at Duluth, Minn., are now operated as private houses. The change was made on November 3.

The annual report of the Country Elevator Inspector of the State of Minnesota, recently filed with the railroad and warehouse commission, shows that since September 1, 1902, thirty-two new eleva-

tors have been constructed on Minnesota railway lines.

Fred Gewald has closed his elevator at Monterey, Minn., so it is stated, on account of the house being full and no cars obtainable to ship out the grain.

The work of rebuilding the Blankenburg Elevator at St. Charles, Minn., is progressing favorably and it is expected to have it completed before Christmas.

The Peavey Elevator Co. has purchased the Northwestern Elevator at Murdock, Minn., and has placed G. L. Ellsworth, formerly of Howard Lake, Minn., in charge.

A branch of the Minnesota Farmers' Co-operative Exchange was formed at Owatonna, Minn., on November 21. It will be known as the Steel County Farmers' Exchange.

The White Bear Elevator Co. has leased additional ground adjoining its elevator and feed mill at White Bear, Minn., for the purpose of making further improvements.

The Anchor Grain Co. has put in coal scales near its sheds at Bigelow, Minn. The elevator scales had been used heretofore, but were not convenient to the coal yard.

The Eagle Roller Mill Co. of New Ulm, Minn., has leased the Braum Elevator at La Fayette, Minn. The company now has 50 elevators on the C. & N. W. and M. & St. L. railroads.

The Canadian Elevator Co. is building a 30,000-bushel elevator at Warroad, Minn. It is understood that the company will also open a lumber yard and a flour and feed store at that point.

The Sheffield-King Milling Co. is said to be putting in a feed mill to be operated in connection with its elevator at Ellendale, Minn. A 20-horsepower engine will supply the motive power.

The Columbia Elevator at Belview, Minn., has been closed for the season owing to the small receipts of grain at that place. The elevator is inconveniently located and may not be opened again.

The Woodworth Elevator Co. has closed its elevator at New Paynesville, Minn., for the season. The reason for this action is stated to be that there was not enough wheat coming in to pay expenses.

The Albert Dickinson Co. has taken out a building permit for the construction of an iron clad seed elevator at Minneapolis, to cost \$40,000. It will be 56 feet wide by 155 feet long and 138 feet in height. On either side of the elevator warehouses are to be built, a permit for one of which has already been issued. This will be built of brick 80x160 and three stories high. It will cost \$21,000. The other will be erected later. A power plant 36x94 feet in dimensions and 45 feet in height will also be built. This will be of fireproof brick construction and will cost \$19,000.

EASTERN.

H. E. Foote has opened a grain store at Brooklyn, Conn.

George P. Slate has opened a grain store at Hinsdale, N. H.

James D. Heintzelman has completed his grain warehouse at Wanamakers, Pa.

M. B. Blaisdell of Wolfboro, N. H., has purchased a building in that city and will re-engage in the grain business.

The machinery has been taken out of the old Grand Trunk Elevator at Portland, Me., and the building is being torn down.

The Empire Coaling Co. of Albany, N. Y., has taken over a building formerly used as a blind factory and will use it as a flour, feed and grain warehouse.

V. Corydon Carter has sold his grain and feed business at Manchester, Conn., to Henry A. Barrows and his son-in-law, Mr. Cluney. Mr. Carter has been in the grain business for 20 years and retired on account of ill health. Possession will be given January 1.

The Cutter Coal Co. has been chartered at Portland, Me., to deal in grain and fuel. The company is capitalized at \$25,000 and the following are the incorporators: B. Marvin Fernald, Melrose, Mass.; M. G. Mitchell, Boston; A. J. Desmond and Harry L. Cram, Portland, Me.

The grain, flour and feed firm of Martin Bender & Co., at York, Pa., has been dissolved by mutual consent. This firm was composed for the past ten years of Martin Bender and E. E. Johnson. Mr. Bender now retires and a new firm composed of David H. Johnson and E. E. Johnson will continue the business under the firm name of E. E. Johnson & Co.

The St. Albans Grain Co. has completed its plant at St. Albans, Vt. The buildings are 420 feet in length and 40 feet in width. The warehouse is two stories in height with a storage capacity of 1,500 tons of bagged grain, and is equipped with a bag carrier capable of handling 500 bags of grain per hour. The elevator is 65 feet in height and has a storage capacity of 20,000 bushels. All the ma-

chinery is operated by electrical power. The company does both a wholesale and retail business and handles cereal foods and feed in addition to the grain business. The offices of the concern are located on the second floor of the main building.

CANADIAN.

Hall, McNab & Co. succeed Hall & McNab in the grain trade at Rosthern, Man.

The Dauphin Milling Co. of Dauphin, Man., is building a 66-foot addition to its warehouse.

The Imperial Elevator Co. has completed a 60,000 bushel elevator at Whitewood, Assa., and one of the same capacity at Griswold, Man.

The Farmers' Union Elevator Co. of Winnipeg, Man., has applied for a charter to build and operate grain elevators, deal in coal, lumber, etc.

The Montreal Harbor Commission is considering the question of erecting a second marine leg to the elevator nearly completed at Montreal harbor.

The Canadian Pacific Railway has announced that insurance on grain at Fort William, Ont., covers grain both on the track and in the elevators.

Major Bell's 35,000-bushel steel storage elevator at Indiana Head, Assa., is about completed. The C. P. R. has put in a spur track to the new house.

The foundations for the elevator to be erected at Windmill Point, Montreal, Que., by the Grand Trunk Railway Co., have been completed, and nothing more will be done until spring.

The Canada Atlantic Transit Co. has announced that it will erect during the winter another elevator at Depot Harbor, Perry Sound, Ont., which will have a storage capacity of 1,250,000 bushels. It will be operated by McKinzie & Moon.

The new Canadian Northern Elevator, which the Barnett & Record Co. is building at Port Arthur, Ont., is expected to be completed about January 1. The Skillin & Richards Manufacturing Co., of Chicago, furnished the machinery and equipment.

The Burnside Farmers' Elevator Co. of Burnside, Man., has announced that it will wind up its business and distribute its assets among the shareholders. The company's elevator was purchased a short time ago by the Ogilvie Flour Mills Co., Ltd.

Four elevators have been completed or are nearly completed at the new town of Esterhazy, Assa. The new houses and their respective storage capacities are as follows: Imperial Elevator Co., 50,000 bushels; Winnipeg Export Co., 35,000 bushels; Ogilvie Flour Mills Co., Ltd., 35,000 bushels, and the Colonial Elevator Co., 30,000 bushels. The Ogilvie Flour Mills Co. is also building a flour and feed warehouse. The town is located on the new Kirkella branch of the C. P. R. R. It is stated that sites for three more elevators are already staked out at Esterhazy.

THE EXCHANGES

Chicago Board of Trade memberships are \$3,000 net to buyer bid.

H. B. Moore succeeds S. A. Kemp as secretary of the Duluth Board of Trade.

The annual election of the Chicago Board of Trade will take place in January next.

The location of the new \$165,000 Board of Trade building at Indianapolis, Ind., has not been decided on.

The annual dinner of the Buffalo Chamber of Commerce will be held December 19 at the Ellicott Club.

The Kansas City Board of Trade has amended its rules so that its members may now become affiliated with the Grain Dealers' National Association.

The directors of the New Orleans Board of Trade have approved the previously adopted plan of the Maritime Exchange to consolidate with and become a branch of the former body.

Samuel A. McClean, Jr., has resigned from the Chicago Board of Trade directorate. The resignation is effective Jan. 1, and is due to the fact that the meetings of Mr. McClean's own companies conflict with those of the exchange's directors.

The annual election of officers of the St. Louis Merchants' Exchange takes place January 1, 1904. E. O. Stanard, of the Stanard Milling Company, has refused to become a candidate for the presidency and it seems probable that Wm. A. Gardner, at present vice-president, will be elected.

A special meeting of the directors of the Baltimore Chamber of Commerce was held December 4 and J. Hume Smith, C. P. Blackburn and J. Collin Vincent were named as delegates to the annual meeting of the National Board of Trade at Washington, D. C., January 19, 1904. These delegates will present for discussion the subjects of "Against Gov-

ernmental Inspection of Grain," "Recent High Rates on Grain," and "Consular Reorganization."

The directors of the Chicago Board of Trade have passed an amendment to section 15 of rule 4. It requires all applications by expelled members for rehearing to be made within ninety days from their expulsion. This application must be posted on the bulletin board of the exchange one week prior to the hearing.

The proposition of assessing each membership on the Chicago Board of Trade \$25 per year for the purpose of creating a fund to retire a certain number of memberships each year has been posted for ballot. It is planned to create a fund of \$45,000, which, at \$3,000 each, will buy fifteen memberships every year and hold the price at \$3,000.

The directors of the Chicago Board of Trade have rescinded the resolution which forbade the practice of advancing profits on unclosed contracts. This resolution was adopted in April 29, 1902, and was as follows: "Resolved, That the practice of advancing profits on unclosed contracts is a violation of rule 14 of the rules of the Board of Trade of the city of Chicago."

A petition to make No. 2 hard winter wheat deliverable on contracts at Chicago without penalty is being circulated on the Chicago Board of Trade. The petition asks for an amendment to the present rule doing away with the 5c. penalty now in effect. The petition is in charge of Henry L. Goemann, and has already received the signatures of some of the most important interests in the trade.

At a recent meeting of the New York Produce Exchange members, called to consider methods for broadening the local option market in the grain trade, resolutions were adopted favoring the extension of the New York delivery system to Buffalo. A committee was appointed to confer with the grain committee with this end in view. Should the plan be adopted Buffalo warehouse receipts will be deliverable on the New York Exchange.

At the November meeting of the directors of the Baltimore Chamber of Commerce a committee consisting of Charles England, William M. Knight and Thomas H. Botts was appointed to frame and consider an amendment to the by-laws defining the rights and privileges of those holding certificates of membership, as well as tickets of admission to the maritime department of the chamber. A communication from the Philadelphia Board of Trade, urging that an effort be made to revive the American merchant marine, was referred to the committee on foreign trade. The question of increased storage elevator facilities at that port was discussed and a committee of five, consisting of C. P. Blackburn, J. Hume Smith, J. Collin Vincent, James A. Clark and W. G. Bishop, was appointed to take the matter up with the proper railroad authorities.

WILL INVESTIGATE GRAIN SITUATION.

A special general meeting of the Winnipeg Board of Trade was held November 25, at which a committee was appointed to investigate the restriction of trade alleged to be caused by the grain act. The alleged car shortage was also taken up.

The Board re-affirmed its position in favor of Chamberlain's policy of preferential trade within the empire. The council was also instructed to take steps for the effectual refutation of J. J. Hill's innuendoes on the Canadian West.

OMAHA GRAIN EXCHANGE.

The organization of the Omaha Grain Exchange of Omaha, Nebr., has been perfected and articles of incorporation have been filed. The capital stock has been fixed at \$250,000, the membership fee being \$500. The articles provide that the exchange shall begin business when 100 memberships have been subscribed.

The affairs of the exchange will be administered by the following directors: Gurdon W. Wattles, A. C. Smith, S. A. McWhorter, F. P. Kirkendall, W. B. Updike, A. L. Reed, A. B. Jaquith, E. E. Bruce and Nathan Merriam. Officers have been elected as follows: Gurdon W. Wattles, president; S. A. McWhorter, vice-president; E. E. Bruce, vice-president; A. L. Reed, treasurer; A. B. Jaquith, temporary secretary, until such time as a competent salaried secretary can be secured.

There are now between 160 and 170 members of the new exchange and business will be commenced January 1 in a hall in the Board of Trade building, on which the Grain Exchange has been granted a year's lease for a nominal consideration.

The annual course in corn judging, one of the features of the department of agronomy at the Iowa State College in Ames, will be held this year from January 4 to 16, inclusive.

Bemidji, Minn., on November 21 received a load of wheat grown in Beltrami County, which is believed to be the first ever marketed in that county. The county is in the timber country, and the grower planted wheat as an experiment, getting about 25 bushels per acre.

COMMISSION

George Shaunce & Son, grain and feed dealers of Philadelphia have applied for membership to the Philadelphia Commercial Exchange.

Mayer Bros. of Bridgewater, S. D., have purchased a line of elevators in Minnesota and North Dakota and will engage in the grain commission business at Minneapolis.

The Calumet Grain Co. has been chartered at Jersey City, N. J., with a capital of \$125,000. The incorporators are: Louis B. Dailey, H. O. Coughlan and Joseph M. Mitchell.

David Davies, for many years the representative of Alexander Geddes & Co. in the wheat pit of the Chicago Board of Trade, has engaged in the grain commission business for himself.

C. E. Gray has gone with A. J. Lichtstern & Co., and will represent that house on the floor of the Chicago Board of Trade. The commission business of Gray & Williams will be continued by Harvey Williams.

Samuel T. Alexander has re-engaged in the grain and provision commission business in Chicago. Mr. Alexander was in the real estate business for some time, but retained his membership in the Chicago Board of Trade.

Charles W. Brega, a member of the Chicago Board of Trade since 1863, and formerly in the commission trade as a member of the firm of Gilbert-Brega, has sold his membership. Mr. Brega retired from active business in 1887.

W. C. Crolus, mayor of Joliet, Ill., and representative in that city of W. H. Laidley & Co. of Chicago, was erroneously associated in our columns last month with W. H. Laidlaw & Co. It is needless to state the last named firm has no existence.

Samuel Mangas, of Lincoln, Ill., who recently sold his grain business at Hartsburg, Ill., has taken a position as traveling representative for the grain commission house of H. H. Randolph, Lincoln, Ill. Mr. Mangas will have central Illinois as his territory.

Grove J. Penney, head of the grain and produce commission house of G. J. Penney & Co. at Cincinnati, Ohio, will retire from active business. Mr. Penney is 84 years of age and was several years ago elected an honorary member of the Cincinnati Chamber of Commerce.

Henry L. Goemann, who has represented Hancock & Co., grain exporters of Philadelphia, in the Chicago market for a number of years, has retired from that connection to devote his time to the business of the Goemann Grain Co., operating an elevator at Mansfield, Ohio, and conducting a shipping business at Chicago. Joseph J. Lippert, who was his assistant will represent the Hancock interests in Chicago.

A new grain commission firm composed of John Geddes and Charles F. Hatley has been formed in Chicago and succeeds to the business of Alexander Geddes & Co. Mr. Hatley has been for some years with Finley Barrell & Co., and is a son of Walter C. Hatley. The new firm will operate under the style of Geddes & Hatley, and proposes to enlarge its shipping business. There will be a house in Winnipeg, Man., as well as in Chicago.

The Omaha Terminal Grain Co. has been incorporated at Omaha, Nebr., with A. B. Stickney as president and Charles Battell as secretary and treasurer. The directors are A. B. Stickney, John L. McCague, John M. Woolworth and W. D. McHugh. The stock was all taken by the Great Western Railroad Company, stockholders. The new company was organized for the purpose of conducting and operating a terminal grain elevator system at Omaha and to do a general grain and milling business.

Howard A. Hill and Robert H. Moran have formed a new grain and provision commission and brokerage firm at Chicago. The style of the new firm is Hill & Moran and it succeeds to the business of Hill & Munroe, James E. Munroe retiring. Mr. Hill has for seventeen years been an active trader in the wheat pit of the Chicago Board of Trade and Mr. Moran has for twenty years been with Alexander Geddes & Co. and the firm of Geddes & Kirkwood, which preceded it. The offices of the new firm will be in the Wheeler building.

The friends of S. A. Dalton of the firm of Eschenberg & Dalton are congratulating him on arriving at the estate of Sir Benedict, the marriage ceremony having taken place at the Catholic Church at Woonsocket, S. D., on November 26. The bride was Miss Anna Carr, daughter of Mr. and Mrs. Cornelius Carr, and a lady of fine character and much business ability, having been deputy county auditor for two years and later a part owner of the Sanborn County Abstract Company. The wedding was a very pretty one; and after the

wedding dinner Mr. and Mrs. Dalton made a brief trip to Iowa and Minnesota, reaching Chicago on December 1, the latter city to be their home.

R. F. Sylvester will be admitted to a partnership in the Chicago commission house of Walter Comstock on January 1. Mr. Sylvester began his board of trade experience with W. T. Harvey and was for 22 years with Carrington-Hannah. For a year past he has been identified with Mr. Comstock.

Herbert McNamee, E. G. Brown and Joseph H. Shaw have engaged in the grain commission business with offices at 602 Rialto building, Chicago. Mr. McNamee was with the Weare Commission Co. for ten years, from 1890 to 1900, and for the following three years was a member of the firm of I. G. Andrews & Co., Minneapolis and Milwaukee. Since that time he had been with the Weare Grain Co., severing his connection on November 1. Mr. Brown, who will be business manager of the new firm, had been with the Weare Grain Co., and Mr. Shaw was also with the same concern until the inception of the present business.

PERSONAL

Jacob Young has resigned as buyer for the Barling Grain Co. at Brock, Nebr.

J. H. Rankin, a grain buyer of Deland, Ill., has moved his family to Urbana, Ill.

Thomas Miller of Webb, Iowa, is grain buyer for De Wolf & Wells at Granada, Minn.

Emil Nylander of Amor, Minn., has taken charge of an elevator at Spirit Town, N. D.

L. M. Slaba has taken charge of the Clinton Grain Co.'s elevator at Woden, Iowa.

J. Kohloff of Ferny, S. D., is in charge of the new farmers' elevator at Groton, S. D.

M. M. Ocker has resigned his position as manager for the United Grain Co. at Thayer, Ind.

John Christianson is now in charge of the Sioux Elevator Co.'s elevator at Vermillion, S. D.

M. J. Winchel has resigned as manager of C. J. Henderson's grain business at Howard, S. D.

Carl Clayberg of Wayne, Nebr., has charge of the Anchor Grain Co.'s elevator at Winside, Nebr.

John Kimberlin has succeeded Mr. Cozart as wheat buyer in the elevator at Nashville, Kans.

Anderson Bryan has accepted the position of manager of the Ensley Elevator at Lowder, Ill.

Walter Aiken of Omeme, N. D., has been placed in charge of the Heising Elevator at Deering, N. D.

T. W. Wilsou of Buckhart, Ill., has taken the position of grain buyer for W. W. Berry at Berry, Ill.

Frank Saum of Edgar, Nebr., is now grain buyer for the Hayes-Eames Elevator Co. at Table Rock, Nebr.

A. M. Nicols has succeeded Arthur Agnew as manager of the elevator and stock yards at Denver, Iowa.

Fred Theis is buying wheat for the Osborne-McMillan Elevator Company at Parker's Prairie, Minn.

A. C. Ohrmundt of Echo, Minn., has taken charge of the Pacific Elevator Company's elevator at Revillo, S. D.

Frank Sidivi of Minto, N. D., has been placed in charge of the National Elevator Co.'s elevator at McCanna, N. D.

Martin Vold of Kenyon, Minn., has accepted the position of buyer for the Milwaukee Elevator Co. at Bombay, Minn.

W. J. Britton, mauager for the Winnipeg Elevator Co. at Hilton, Man., has resigned and removed to Hamilton, Ont.

W. W. Kimberly of Exeter, Nebr., has taken charge of the Central Granaries Co.'s new elevator at Lincoln, Nebr.

Mr. Welsh, a grain dealer of Symerton, Ill., and Miss Margaret Dooley of Campus, Ill., were married on December 3.

Harry A. Marsh of Alton, Ill., has been appointed assistant registrar in the grain inspector's office at East St. Louis, Ill.

Harvey Armstrong, manager for the Cargill Elevator Co. at Benson, Minn., was married at Montevideo, Minn., recently.

Charles Blackman of Alexandria, S. D., has secured a position as grain buyer in one of the elevators at Mitchell, S. D.

P. J. Harvey, Lena, Iowa, has assumed charge of the business of the Chicago Grain & Elevator Company at Gowrie, Iowa.

Frank Lamdin has given up his position as agent for the Duff Grain Co. at Tamora, Nebr., and taken a similar situation with the Farmers' Grain Co. at

St. Edward, Nebr. He is succeeded at Tamora by Fred Moulton.

Luther Pickett of Callaway, Nebr., has taken the position of manager for the Westbrook-Gibbons Grain Co. at Overton, Nebr.

J. P. Fitch has discontinued his connection with the Northern Grain Co. at Vail, Iowa, and is succeeded by M. J. Gary of Minnesota.

Col. Sprague has resigned as manager of the Crete Milling Co.'s elevator at Crete, Nebr., and is succeeded by Charles Hochreiter.

J. S. Blasdel, who has been local grain buyer for the Chicago Grain & Elevator Co. at Ayrshire, Iowa, for the past year, has resigned.

William Thissen has resigned as assistant in the Northwestern Elevator at Clara City, Minn., and engaged in the real estate business.

A. F. Parsons, manager for the W. W. Cargill Elevator Co. at Woonsocket, S. D., was married recently to Miss Maude Ryckman of that place.

F. F. Montfort has been appointed manager for the Westbrook-Gibbons Grain Co. at Yutan, Nebr., succeeding H. C. Peters who recently resigned.

R. C. Hamilton has severed his connection with the Ogden Grain Co. at Ogden, Ill., and taken a position with the Crescent Oil Co. at Medaryville, Ind.

Harry Joy of Gayville, S. D., has been transferred to the McCaull-Webster Elevator Co.'s house at Gary, S. D. The elevator at Gayville is closed for the season.

M. B. Lytle has resigned as general manager for the Des Moines Grain Co., of Des Moines, Iowa, and accepted the management of a line of elevators in North Dakota.

S. M. Enger has resigned his position with the Clinton Grain Co. at Woden, Iowa, and entered the employ of the Western Elevator Co. at Minneapolis, Minn.

Thomas Pratt has resigned as manager of the Great Western Elevator Company's house at Lohrville, Iowa, and is succeeded by a Mr. Morrison of Moorland, Iowa.

Frank Hopkins, manager for the Atlas Elevator Co. at Dixon, Nebr., and Miss Jessie Hall were married at St. Ann's Catholic church in that city on November 26.

E. J. Dunbar has tendered his resignation as manager for the Hubbard & Palmer Elevator Co. at Beaver Creek, Minn. The resignation is to take effect December 15.

Martin Haakenson, agent for the Security Elevator Co. at Boyd, Minn., was unable to attend to his duties for some time recently, being disabled by too heavy lifting.

O. C. Higbee has resigned as agent for the Duff Grain Co. at Gretna, Nebr., to take the management of the Farmers' Co-operative Shipping Association at that place.

J. N. Dunaway, a grain dealer of Ottawa, Ill., was injured recently by falling down a flight of stairs at his residence. His injuries are not serious, no bones being broken.

G. L. Ellsworth of Howard Lake, Minn., has removed to Murodock, Minn., and taken the management of the Murray Elevator recently acquired by the Duluth Elevator Co.

Charles Hurd, formerly buyer for De Laney Bros. at Tioga, N. D., has been transferred to the same firm's house at Ray, N. D. He is succeeded at Tioga by W. H. Dixon.

Frank Sherburne, who has been in charge of the Northwestern Elevator Co.'s elevator at Pipestone, Minn., has been transferred to the same company's house at Breckenridge, Minn.

Edward Drake, who has been in charge of the Great Western Elevator Co.'s house at Ogden, Iowa, has been transferred to Dayton, Iowa. The elevator at Ogden has been closed on account of the scarcity of grain.

Horace Rickards, who has been for some time chief clerk in the joint railroad offices at the stock yards, Wichita, Kans., has resigned and accepted the position of traffic manager of the Scott-Stevens Grain Co., of Wichita.

Charles A. French, for the past three years a deputy grain inspector in the Minnesota Grain Inspection Department, has applied for the position of inspector of grain, feed and millstuffs, a new office recently created by vote of the Minneapolis Chamber of Commerce.

James A. Speirs will have charge of the grain business of J. W. Ayres, who recently purchased the Kinsella Grain Co.'s elevator at Hedrick, Iowa. C. B. Nance, the former agent of the Kinsella Grain Co., has been placed in charge of the company's house at Ollie, Iowa.

J. J. Vickerman, formerly of Jasper, Minn., is now buying grain for the Davenport Elevator Co. at Altoona, Minn. Mr. Vickerman was the Davenport Elevator Co.'s agent at Ellsworth, Minn., before going to Altoona. The house at Ellsworth has

been closed on account of the almost total destruction of the crops in that vicinity by hail last July.

J. A. Mitchell, local agent for the Tacoma Warehouse & Elevator Co. at Sprague, Wash., has resigned and accepted a position at Glendive, Mont.

A. A. Koehnlein has taken the position of wheat buyer for the Jenkins Elevator Co. at Elizabeth, Minn., made vacant by the resignation of H. Peterson.

R. E. Persinger, who was local manager of the Crocker Elevator Co. at Maroa, Ill., for several years, and later for the Shellabarger Elevator Co., has removed to Decatur, Ill., where he will be employed by the same company. He is succeeded at Maroa by W. J. Compton, formerly in charge of the Allsup Elevator.

BARLEY AND MALT

It is stated that the American Malting Co. is expected to build a plant at Omaha, Nebr., to cost \$500,000.

United States letters patent No. 743,810 have been granted to Bernard Berg of Chicago, Ill., on a malting process.

Hans Krusemark, Dresden, Germany, has been granted United States letters patent No. 744,567 on a malt-breaking mill.

Letters patent No. 745,366 have been granted to F. H. C. Mey, Buffalo, N. Y., by the United States Patent Office on a malting and drying apparatus.

A recent report from Dayton, Wash., states that about 65 per cent of the barley in Columbia county has been sold this fall, but a comparatively small per cent of this has been moved and is now in the warehouses. It is stated that the acreage of barley sown for next year will be about 35 per cent more than last year.

It is announced that the American Malting Co. will at once take steps to erect new buildings at Milwaukee to replace those damaged and destroyed by fire some time ago. About \$250,000 will be expended in the work, the most expensive building being a solid brick elevator with a capacity of 500,000 bushels. A malt house, with a capacity of 100,000 bushels will also be erected.

The stockholders of the Davenport Malt & Grain Co. held a meeting at Davenport, Iowa, recently and elected the following board of directors: Henry Klindt, Claus Stoltenberg, Henry Bremer, Adolph Stoltenberg, Herman Wulf, Peter Feddersen and John Stockdale. A 10 per cent dividend was declared, payable December 31. The company has filed amended articles of incorporation increasing its capital stock from \$180,000 to \$300,000.

The Mankato Malting Co., of Mankato, Minn., which was incorporated last February and succeeded the Mankato Malt & Grain Co., has commenced operations in its recently completed plant. The buildings are in the form of an L and are five stories in height, equipped with modern machinery. The larger portion of the L is 150x80 feet and the remainder 100x50 feet. The plant cost \$150,000 and has an annual capacity of 750,000 bushels. The equipment includes 12 pneumatic malting drums.

The Orange Judd Farmer estimates the barley acreage for 1903 at 5,279,000 acres and the average yield per acre at 26.3 bushels. The total crop is estimated at 139,145,000 bushels. The largest yield was that of California with an acreage of 1,313,000 acres and an average yield per acre of 26.0 bushels. The yield for this state was 34,138,000 bushels. The next largest yield was that of Minnesota with an acreage of 1,099,000 acres and a total yield of 28,794,000 bushels. The average yield per acre was 26.2 bushels. The yield of Iowa was 14,161,000 bushels; of Wisconsin, 13,786,000 bushels; of North Dakota, 12,694,000, and of South Dakota 10,830,000.

At the postponed annual meeting of the American Malting Company held in Jersey City, N. J., on November 12, a contest developed over the plan of reorganization proposed by the present management, involving the issuance of an additional \$10,000,000 preferred and \$10,000,000 common stock. The opposing stockholders attacked the management and nominated new directors, but the old board, with one exception, was re-elected. Suits are pending against former directors, involving about \$2,500,000, to require them to restore to the treasury dividends alleged to have been paid out of the capital, and to make good damages caused by alleged unlawful acts. Another suit has been brought to compel the promoters to account to the company for \$500,000 of preferred stock and \$7,740,000 common stock alleged to have been misappropriated. Mr. Bennett, representing the opposition to the management, made a long address at the meeting, in which he charged that "almost every

director of the company is a manager of a branch establishment. The company has not been making more than 3½ per cent, when the directors declared a dividend of from 7 to 8½ per cent."

The San Francisco Chronicle states that the acreage sown to barley in California last winter was probably the most extensive in the history of that state. This cereal was largely sown throughout the southern portion of the state, and as that section had a satisfactory rainfall the yield was liberal. The crop is estimated over 5,000,000 tons, and higher than this by other authorities. It is said that the European demand for California barley is growing steadily and that in time it will be one of the chief exports of the state.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
October, 1902	21,272	\$ 12,642	
October, 1903	9,852	5,136	
Ten mo. end. October, 1902....	26,605	15,783	
Ten mo. end. October, 1903....	17,597	9,126	
Exports—			
October, 1902	916,098	506,897	
October, 1903	2,373,236	1,423,270	
Ten mo. end. October, 1902....	6,591,014	3,417,670	
Ten mo. end. October, 1903....	7,160,390	4,152,959	

BARLEY MALT.			
Exports—			
October, 1902	30,631	21,575	
October, 1903	18,674	13,358	
Ten mo. end. October, 1902....	347,727	235,524	
Ten mo. end. October, 1903....	310,204	227,241	

SEEDS

The Western Seed & Irrigation Co. has removed from Waterloo, Nebr., to Fremont, that state.

It is stated that the Wisconsin yield of peas is disappointing, but that Michigan has had a better harvest, reversing last year's conditions.

Wood, Stubbs & Co., seed dealers of Louisville, Ky., are reported to have incorporated with a capital stock of \$75,000. C. F. Wood and W. P. Stubbs are the incorporators.

The Missouri Valley Seed Co. of St. Joseph, Mo., with a capital stock of \$10,000, has filed articles of incorporation. L. O. Weakley, A. G. Samuel and Walter Cash are the incorporators.

The new grain and milling firm of Hulshizer & Miller, which recently succeeded to the business of Hulshizer & Butterfield at Hamburg, Iowa, has engaged in the seed business. A seed house 22x44 feet and three stories in height is being built.

The Southern Seed Co. has been incorporated at Louisville, Ky., with a capital stock of \$50,000. The incorporators are: James G. Tinsley, Richmond, Va.; T. G. Tinsley, Knoxville, Tenn.; A. D. Ledoux, New York; L. S. Merimee, T. H. Merimee and Edwin C. Foltz.

A seed company has been chartered at Camden, N. J., under the style of the Corn-Belt Seed House. The capital stock is \$100,000 and the incorporators are: A. Charles Cook, C. M. Buckley and B. B. Virden. The object of the concern is to deal in seeds, bulbs, etc.

The Ohio state report, issued December 1, says that a third of the clover area was cut for seed, yielding only 1.30 bushels per acre. King says this is a smaller yield than for the past two years. The yield a year ago was 1.49 bushels per acre, against 1.52 bushels two years ago.

The schedules in bankruptcy of the Cape Vincent Seed Co. of Cape Vincent and New York City, N. Y., the failure of which was reported in our last issue, show liabilities of \$103,800, some of which are disputed, and nominal assets of \$40,074. They consist of real estate at Cape Vincent costing \$30,000 and mortgaged for \$25,000; stock, \$5,361; office furniture and factory fixtures, \$600; cash, \$45; accounts, \$88, and unliquidated claims, \$3,980. Among the creditors are the United National Bank of New York, \$25,000, secured by a mortgage on the plant and buildings at Cape Vincent, the validity of which is disputed.

The experiment station of the agricultural college at Fargo, N. D., has prepared collections of the worst weed seeds in North Dakota and is furnishing them to the farmers of that state. Each collection consists of 26 varieties of weed seeds put up in glass vials and properly labeled. They are enclosed in a box prepared for that purpose and are furnished to farmers at \$2 per set. This is said to only cover the actual cost of collecting and preparing the samples. The object of the plan to furnish the farmers with specimens of the weed seeds is to familiarize them with the various kinds

and enable them to avoid sowing grain fouled with the seeds of weeds.

J. B. Evans, a graduate of the Washington Agricultural College at Pullman, Wash., has gone to Washington, D. C., where he will continue his investigation in the department of foreign seeds of the Agricultural Department. Mr. Evans has been engaged in experimenting with the introduction of foreign seeds into the Northwest, under the direction of the Department of Agriculture, since his graduation. He has had direct charge of the stations at Reztville, Wash., and the Horse Heaven county, and his endeavor has been the introduction of foreign plants suitable to the semi-arid regions of Washington. Mr. Evans' work at Washington will be a continuation of what he has already done in the Northwest and he will also do special work for the department at the St. Louis Exposition. He will return to the state of Washington later and resume his work on the actual testing of the adaptability of the seeds he has collected to the soil of that state.

FLAXSEED

The first trade in July flax of next year to be made at Duluth was made on December 1 at 100½ cents or one cent over May at the time.

With the closing of navigation it is stated that flax stocks at Duluth on that date (December 2) were 3,300,000 bushels, which amount will go into winter quarters.

F. W. Kettenbach of the Kettenbach Grain Co., Lewiston, Idaho, is reported as stating that the low price of flax this season sounds the knell of flax growing in the Clearwater country. Throughout this season contract flax was sold at 90c, this being the minimum price under the contracts.

Flax stocks in the interior houses had decreased 695,000 bushels by December 1 and the totals on that date were as follows: Duluth, 4,034,000 bushels; Minneapolis, 1,400,000 bushels; the county, 1,630,000 bushels. The figures for last year on the same date show 2,305,000 bushels of flax at Duluth; 1,001,000 bushels at Minneapolis, and 1,702,000 bushels at country points.

During the month of October 835 bushels of flaxseed, valued at \$1,024, were exported as compared with 1,613,584 bushels, valued at \$2,214,211, for the preceding October. For the ten months ending with October 1,007,013 bushels of flaxseed, valued at \$1,161,971, were exported as compared with 2,099,106 bushels, valued at \$2,955,055, for the corresponding ten months ending with the preceding October.

The big steel steamer John T. Hutchinson, loaded with 187,000 bushels of flax and bound from Duluth to lower lakes, ran aground on Keweenaw Point, near Eagle Harbor, on November 29, and 40,000 bushels of her cargo were thrown overboard. Several thousand bushels more were taken off in bags and carried to Houghton, Mich. The vessel and cargo are insured for \$400,000 and a wrecking crew is making strenuous efforts to save the boat. The flax was shipped by the Cargill Commission Co., for the American Linseed Oil Co., and was consigned to the National Lead Co.

The Dornbusch of November 20 says in regard to the Argentine flax crop that the area seeded was 445,000 acres and that the area to be harvested will be fully 1,000,000 acres more than last year. The 1903-04 crop is estimated at 40,000,000 bushels. The domestic consumption of Argentine is estimated at 2,000,000 bushels yearly. Last year there was a very large loss in area in the province of Santa Fe from frost and drought, about 600,000 acres, but despite this the crop raised permitted of exports of 24,000,000 bushels. This year there has been very few complaints of any kind.

The Orange Judd Farmer in a recent issue sums up the flax crop as follows: "The flax crop in late years has been so completely concentrated into the three northwestern states of Minnesota and the Dakotas that its volume depends almost entirely upon the weather conditions in that limited area. This year more than 86 per cent of the total acreage is in this territory. The rate of yield as finally determined is slightly larger than was anticipated immediately after the summer drouth. In Minnesota and North Dakota it is smaller than the yield of last year, and must be regarded as an unsatisfactory return. In South Dakota, however, the season was decidedly more satisfactory and the rate of yield upon an acreage somewhat smaller than last year is fully up to, or perhaps slightly above the normal return. The quality of the crop in the northwest is only fairly good. The deterioration is not sufficient to mark it as bad, but at the same time it does not reach the usual standard for that district." The same authority estimates the total acreage of flax for the current year

at 3,159,000 acres and the average yield per acre at 8.4 bushels. The total yield for 1903 is estimated at 26,639,000 bushels as compared with 29,251,400 bushels the estimated yield of 1902.

TRANSPORTATION

The Central Traffic Association advanced freight rates on grain two cents, effective December 1.

The Missouri Pacific put into effect on December 1 new grain rates that place Omaha and Council Bluffs on a parity with Kansas City in proportional grain rates to the east and to the gulf.

In addition to the employment of all the Canadian shipyards steadily on new craft, the Canadian grain-carrying trade has provided cargoes for six English-built steamers that have been brought to the great lakes this year. The English-built boats are the Wexford, Tadousac, Neebing, A. E. Ames, J. H. Plummer, and H. M. Pellatt.

Among the extensions planned by the Great Northern Railway in Minnesota is one from Pelican Rapids, in Otter Tail County, north a distance of about 105 miles. It will cross the Fosston line at McIntosh, running up into the Red Wing country and well up toward the Canadian border line. The company also contemplates building a line from Thief River Falls, Minn., north about 31 miles.

The new rates of the Burlington from Nebraska to Minneapolis have gone into effect. These are the distance rates to Omaha, plus 9 cents on wheat and 8 cents on corn. The Great Western originally announced that the 9 and 8 cent rates would apply to only such wheat as originated at points from which the rate was 10 cents or higher. Conditions have so shaped themselves, however, that all grain from this territory is now shipped from Omaha to Minneapolis at the 9 and 8 cent rates.

The decrease granted by the Northern Central Railway in October on rates on export grain to Baltimore merchants, so as to give them a chance to compete with the Western merchants, and which would have expired on November 30, has been extended by the railway company to December 31. This applies to grain in bulk shipped east to Lake Erie ports. The rates are as follows: Wheat and flaxseed, 4.10 cents per bushel; corn and rye, 3.85 cents; barley, 3.60 cents, and oats, 3.10 cents.

The Chicago Great Western's new grain tariffs to Chicago and Minneapolis, in effect on December 14, will be 14 cents and to Minneapolis, 9 cents. These rates will be met by all the Omaha-Chicago lines. A press report from Omaha on December 8 states that the Rock Island has announced a flat proportional rate of 9 cents on wheat and 8 cents on corn to the Mississippi river and Minneapolis and a rate of 14 cents on wheat and 13 cents on corn to the Chicago market. The rate applies on all grain and grain products originating west of the Missouri River and as the unloading privilege is allowed in transit, it is virtually a milling in transit rate. Other roads have made low proportional rates on grain shipments originating in the north half of Nebraska, but the Rock Island rate covers the entire state and part of northern Kansas.

The Great Northern Railway has taken a hand in the troubles arising from cuts on grain rates out of Nebraska and has announced new proportional rates from Sioux City. The new rates are as follows: From Sioux City to St. Paul and Minneapolis on wheat and similar grains, 9 cents; coarse grains, 8 cents. From Sioux City to the Head of the Lakes, on wheat, 14 cents, and on coarse grains, 13 cents. A new proportional freight tariff will be issued which will make important changes in the grain rates out of Sioux City, and will probably be followed by new tariffs from the Chicago, St. Paul, Minneapolis & Omaha, making whatever rates into St. Paul and the Head of the Lakes the Great Northern names. The Great Northern's official circular announcing the new rates will say: "Rates to Sioux City from points west of the Missouri river added to the proportional rates named herein will be the through rates, subject to the following minimums: To St. Paul and Minneapolis, wheat, etc., 14 cents; corn, etc., 13 cents. To Duluth and Superior, wheat, etc., 18½ cents; corn, etc., 16½ cents. The rates above named will be divided by allowing the lines west of the Missouri river the local rate to Sioux City, the remainder of the rate accruing to the Willmar & Sioux Falls Railway." Great Northern officials announce that should the rate situation in Omaha develop any further cuts on Nebraska grain for Minneapolis or the Head of the Lakes the cuts will be met at Sioux City, and Great Northern rates will immediately fall to the figures established.

Fort Worth is said to handle about 9,000,000 bushels of grain annually.

IN THE COURTS

In the case of Geo. A. Adams Grain Co. against James H. Conrad at Omaha, a jury rendered judgment against Conrad for \$353.33, amount of loss to the grain company by Conrad's failure to deliver 13,000 bushels of oats as agreed.

The Hammond Elevator Company, bucket-shop, at Hammond, Ind., has secured from the Lake County Superior Court a writ of mandamus ordering the W. U. Tel. Co. to deliver to it grain quotations pending final action of the court.

Asa Griffin, a customer of P. B. Weare, lost \$20,000, borrowed money from the Bank of Montreal. When the notes became due he pleaded an "unlawful agreement and combination," which, he claimed, invalidated the notes. The case is still pending.

Andrew Teslow and the Minnesota Grain Company are suing the Great Northern Railway for \$1,876 because, it is alleged, 2,800 bushels of wheat were destroyed by fire while being transported from Hereford, Minn., to an elevator of the defendant.

The court at St. Louis, on technical grounds, on November 19, quashed one of the indictments against Maj. H. C. Dennis of the Rialto Grain and Securities Company, in which the complaining witness was Leslie Perrine of Wheeler, Ill., who claims to have lost \$236 through the Rialto Company.

The Interstate Commerce Commission has set January 5 as the date for hearing the complaint of the Canon Falls Farmers' Elevator Company of Canon Falls, Minn., that the rates of 15c and 7c per cwt. on grain from Canon Falls to Chicago and Minneapolis are exorbitant, while the rate to Minneapolis and Chicago was only 7½c.

Chas. T. Rippe of Forest City, Ia., one of the victims of the Southern Indiana Grain Co., has sued the Louisville & Nashville Railroad Company and the firm of Logan & Co., grain dealers of Nashville, in the chancery court of Nashville, Tenn., to recover judgment for \$2,607, the value of four carloads of oats, alleged to have been wrongfully delivered by the defendant railroad company. It is claimed that the oats were delivered to the Southern Indiana Grain Company to be held subject to the latter's orders.

The Supreme Court of Nebraska has affirmed the judgment of the trial court awarding to Nye & Schneider against the W. U. Tel. Co. damages caused by delay in transmission of a telegram in a grain deal. The measure of damage allowed is the difference in value between the price the plaintiff would have received for the corn had the sale been made and the market value of the corn at such time and place of delivery, unaffected by the price at which the plaintiff may have disposed of the corn after that time.

Gallogby & Firestone, hay and grain shippers at Leipsic, O., began action at Ottawa, O., on November 25 under the anti-trust act against the C. H. & D. Ry. Co., the Northwestern Grain Dealers' Association and others, alleging an unlawful combination to keep down the price of corn. They claim that they have been paying 2 to 10c more per bushel for corn than the defendant dealers, who are being aided by the railway company, which refuses to furnish Gallogby & Firestone cars in which to ship ear corn. They ask \$10,000 damages.

An interesting decision comes from a Supreme Court of Nebraska in a case of St. J. & G. I. Ry. Co. against W. H. Lucas and others of Fairbury, Nebr. Lucas claimed title to land upon which an elevator stood by adverse possession, it being shown that it had been so used for fifteen years. The railway contended that the right of way of a railway company having been acquired by grant from the general government for the construction of a railway thereon, the statute of limitations is not a defense to an action brought by said company to recover possession of a strip of land within such right of way; and this doctrine the Supreme Court endorses by its decision against Lucas et al.

Warrants were issued in Duluth on December 5 for the arrest of R. H. Edwards and L. A. and F. B. Woods, operating at Minneapolis as Edwards, Woods & Co., with branches at Duluth and elsewhere. The prosecutor is Chas. F. Staples, railroad commissioner, who charges the firm at Duluth with defrauding shippers of sums ranging from \$3 to \$25 per car, by reporting sales at a less price than they actually received by making A/S. incomplete, the law requiring a report to the shipper of the name of buyer and the day and hour of sale. It is alleged these particulars have been evaded. The firm at Minneapolis (head office) says their Duluth office is in the hands of Geo. K. Taylor, as manager and that they have every confidence in his honesty and integrity; and attribute their trouble to a discharged bookkeeper who is trying

to "get even." They appeared in court on December 7, pleaded not guilty, and gave bail in the sum of \$200 each. Trial was set for January 5, 1904.

I. L. Corse of Minneapolis has sued the Minnesota Grain Company and N. O. and Carl A. Werner for \$10,000. Corse alleges that the defendants have a claim of \$10,000 against Anna C. Hogan of New Paynesville. As security she turned over mortgages on real estate, an elevator and other property, worth from \$18,000 to \$20,000. Upon investigation it was found by the defendants that the securities were not worth what was claimed, and they were then sold to I. L. Corse & Co. for \$10,000. The plaintiffs ask that upon return of the securities, they be reimbursed to the extent of \$10,000.

On complaint of C. F. Staples, one of the Railroad Commissioners of Minnesota, Homer T. Fowler of West Superior was arrested on December 6 on a charge of tampering with flax samples, a car in the G. N. yards at West Superior. It is alleged that Fowler would put screenings into the samples taken by the official sampler in order to make it appear that the car contained from 2 to 6 per cent more dirt than was actually the case. Then he would buy, or attempt to buy, the flax on the basis of the doctored sample. Mr. Fowler strenuously denies the charge. He accuses the flax inspector as incompetent.

F. F. Woodward sues P. A. Huntington & Co. at Columbus, O., for \$382, alleging that on March 5 he bought of the Franklin Grain and Elevator Company of Columbus 1,000 bushels of shelled yellow corn, to be sent to Brunswick, Maine, and that on presentation to him of a bill of lading purporting to show that the Hocking Valley Railroad Company had shipped the corn, a draft for \$382 was paid. This bill of lading is alleged to have been forged. It is claimed that afterward the corn was shipped, however; but that the banking firm got possession of this bill of lading and refuses to turn it or the corn over to Woodward.

FIRES--CASUALTIES

The Monarch Elevator at Pembina, N. D., was slightly damaged by fire on the night of November 30.

The elevator at Conger, Minn., was burned on November 24, together with 6,000 bushels of grain. The fire is supposed to have started from the office stove.

An incendiary attempted to burn the Northwestern Elevator Co.'s elevator at Maynard, Minn., recently, but the fire was discovered in time to save the building.

The elevator of F. B. Fulton at Agenda, Kans., was recently destroyed by fire. The loss on the building and contents is \$3,600, with \$1,800 insurance. Mr. Fulton will rebuild at once.

The McCaull-Webster Elevator Co.'s elevator at Holmquist, S. D., was burned together with 6,000 bushels of grain on the morning of November 12. The origin of the fire is not known, but is attributed to incendiarism.

H. B. Kinster's elevator at Ruscomb, Ont., was totally destroyed together with its contents at 7:30 o'clock p. m., November 13. The cause of the fire is unknown. A small amount of insurance was carried on the burned building.

The I. M. Yost Milling Co.'s flour mill and elevator at Hays City, Kans., were destroyed by a fire of supposed incendiary origin on December 2. The postoffice and a block of business buildings also were burned. The total loss is \$200,000.

Fire at Westbrook, Me., at 2 o'clock a. m., December 2, destroyed a large brick structure owned by the S. D. Warren Co. and occupied by various enterprises. James W. Morris, a grain dealer, suffered a loss of \$10,000, practically covered by insurance.

The elevator at Conlogue, Ill., owned by J. T. Ricketts, gave way on November 21 allowing a large quantity of corn to run out upon the Big Four tracks and delaying traffic for several hours. The bursting of the elevator was due to the fact that it was overloaded with corn.

Fire of unknown origin on November 29 destroyed the warehouse at Pepin, Wis., owned by E. H. Pfaff. The loss on the building is \$3,000, with \$1,500 insurance. There were 2,000 bushels of grain in the house valued at \$1,500 and owned by Paul Tufner of Fountain City, Wis.

Julius Rippel, 50 years of age, an employe of the Wheeler Elevator at Buffalo, N. Y., was found dead at the bottom of a bin on November 19. Rippel was stationed in the tower of the elevator and was known as the machinery man. It was his business to answer signals sent from the boats. When he ceased to answer signals his fellow employes made

a search for him and he was found dead, as above stated, with a fracture at the base of his skull. How the accident occurred is not known.

W. J. Dills, manager of Medberry & Darnell's elevator at Hornick, Iowa, painfully injured one of his hands recently while trying to loosen a clogged carrier cup in an elevator leg. The machinery started suddenly and before he could extricate his hand it was badly lacerated.

The elevator at Goodell, Iowa, owned and operated by Thomas Cashman, was burned to the ground at 2 o'clock a. m., November 22. The fire started in the power house and is thought to have been of incendiary origin. The burned elevator contained about 8,000 bushels of grain. The loss was \$8,000, with some insurance.

The Heyman Milling Co.'s elevator, two residences and a general store at Havana, Ohio, were destroyed by fire on the afternoon of November 27. The elevator contained about 7,000 bushels of grain. The total loss occasioned by the conflagration is estimated at \$40,000. The fire originated in the elevator, but the cause has not been learned.

The premises of the Wilkins Grain Co., wholesale and retail dealers in grain, flour and feed at Albia, Iowa, were destroyed by a fire which burned the greater portion of the business section of that town on November 12. The loss to the Wilkins Grain Co. on its building and contents is \$5,000. The total property loss caused by the fire was \$150,000.

The Atlantic Elevator Co.'s house at Kimball, Minn., was burned between 11 and 12 o'clock p. m., November 11. The elevator contained about 1,700 bushels of oats, 1,800 bushels of wheat and 150 bushels of rye. A car containing 900 bushels of rye was standing on the side track near the elevator and was also burned. The engine house was saved.

The Winnipeg Elevator Co.'s 18,000-bushel elevator at Ninette, Man., was destroyed by a fire of unknown origin on November 17. The elevator contained about 2,500 bushels of wheat which was also destroyed. The burned plant was operated by steam power; and it is stated that the fire started in the engine room. The loss is \$4,200, covered by insurance.

R. M. Smart's grain warehouse at Xenia, Ohio, was damaged by fire to the extent of about \$400 on the afternoon of November 11. The fire is supposed to have been caused by a spark from a passing locomotive and caught under the tin roof of the building. The greater part of the damage to the contents of the warehouse was caused by water. The loss is fully covered by insurance.

A fire in the St. Anthony & Dakota Elevator Co.'s plant at Donaldson, Minn., on the morning of November 27 badly damaged the office and engine room. The fire started in the engine room, presumably from a hot journal, and was prevented from spreading to the elevator by hard work on the part of the residents of the town. The gasoline engine used to operate the elevator was greatly damaged.

The Corrigan line steamer J. Emory Owens, bound from Manitowoc, Wis., to Buffalo, N. Y., and carrying a cargo of nearly 100,000 bushels of grain, caught fire on December 5 and sunk alongside the dock at Sturgeon Bay, Wis., on the morning of December 6. The boat is a wooden steamer 256 feet long and 38 feet beam. The cargo is thought to be seriously damaged. The loss on the cargo and ship will approach \$100,000.

C. D. Wheeler's elevator at Triumph, Ill., was damaged by fire at 2 o'clock a. m., November 27. The fire started in the engine house and is supposed to have caught from the stove. The elevator is of frame construction and the engine house was of the same material. A gasoline engine was used to operate the plant. The engine house was burned and the driveway and side of the elevator were damaged. The loss is covered by insurance.

The steamer Gladstone, carrying a cargo of 103,000 bushels of barley and 29,100 bushels of oats to Buffalo, collided with the steamer Sacramento off Bar Point, near Amherstburg, Ont., on the night of November 20, and sunk in 20 feet of water. A large portion of the cargo ran out into the lake through the hole made by the collision. Of the remainder of the cargo only 7,000 bushels of dry grain was saved. This was taken off by the schooner Hammond on November 27, and the Gladstone, which in the meantime had been raised, returned to Detroit.

The buildings on Shawmut avenue, Boston, Mass., owned by B. F. Griggs and occupied by him as a stable and hay and grain warehouses, were destroyed by a fire of supposed incendiary origin on the morning of November 22. The fire was discovered at 2:25 o'clock a. m., by a passing citizen, who turned in an alarm. Nine firemen were injured and seven horses were burned to death. The loss is \$10,000, and practically covered by insurance. Mr. Griggs had been in business at that location

for 43 years, but will probably not rebuild. He is over 70 years of age. The burned buildings contained 10 carloads of hay and several thousand bushels of grain.

OBITUARY

T. C. Adams, a grain dealer of Sandusky, Ohio, is dead.

W. D. Simpkins, head of the wholesale grain firm of W. D. Simpkins & Co., at Savannah, Ga., is dead.

John Lincoln, a resident of Mt. Pulaski, Ill., since 1856, and for many years a grain dealer at that place, died on November 18, aged 69 years.

P. G. Bussire, head of the grain and flour firm of P. G. Bussire & Co., Quebec, Que., is dead. He was one of the oldest grain and flour men in that province.

Albert Powell died at his home in Newport, N. H., November 26, aged 76 years. He was born in Weare, N. H., and in partnership with Levi Bennett was engaged in the flour and grain business for many years at Newport.

M. H. Allen of Stillwater, Minn., formerly employed by the Loftus & Hubbard Elevator Co. and later by the successors of that concern, died on November 8 of spinal trouble, aged 36 years. The deceased is survived by his wife and six children.

H. J. Bovee, manager for the Omaha Elevator Co. at Cozad, Nebr., died of heart failure in that city on November 24. The deceased was 49 years of age and leaves a wife and four children. Mr. Bovee was a former resident of Rising City, Nebr., removing from that place to Cozad about two years ago.

Martin H. Smith, a well-known prize corn grower and head of the firm of M. H. Smith & Son, dealers in seed corn at DeSoto, Nebr., died at the Wise Memorial Hospital, Omaha, Nebr., on December 1, aged 72 years. His death was caused by heart failure and occurred after a brief illness. He is survived by his wife, one son and one daughter.

James Kennedy, the well-known grain handler of Buffalo, N. Y., died at his home in that city on the night of November 30. His death was caused by heart trouble and occurred after an illness of several weeks. The deceased was born in County Clare, Ireland, and came to America in 1862, settling at Buffalo. His wife and six children survive him.

J. C. Gilmore, senior member of the grain firm of Gilmore & Elliott, at Superior, Nebr., died recently at his home in that city. He was stricken while weighing a load of grain and died shortly after being carried to his home near by. Mr. Gilmore suffered an apoplectic stroke in September, but had recovered sufficiently to attend to some of his duties since that time.

George W. Confer, a well-known grain dealer of Minneapolis, died suddenly in that city on December 3. Mr. Confer had left the floor of the Chamber of Commerce and gone to the lunch room in the old Chamber of Commerce building when he was stricken with apoplexy and died before medical aid could reach him. The deceased was about 55 years of age and is survived by his wife and two children.

William H. C. Delano died at his home in Brooklyn, N. Y., November 8, aged 55 years. His death was caused by Bright's disease. The deceased was born at Marion, Mass., in 1848 and had lived in Brooklyn for about 20 years. Until his retirement about a year ago, Mr. Delano was a member of the hay and feed firm of Milton R. Rathburn & Co. and was also interested in other business enterprises. He is survived by his wife, three brothers and one sister.

J. Parker Gale, a widely known grain merchant and a member of the Cincinnati Chamber of Commerce, died suddenly at his home in that city on November 29. Death was due to cardiac paralysis. The deceased was 50 years of age and started out in life as an employe of a flour dealer. He later engaged in business with his brother, forming the well known grain firm of Gale Bros. Mr. Gale was several times elected an officer of the Cincinnati Chamber of Commerce and served on many important committees. He leaves a widow and three children.

R. L. Metcalf, a prominent grain dealer of Lakota, N. D., died suddenly in that city on November 25. He was taken ill while attending to his duties at his elevator, and died shortly after being assisted to the home of his parents near by. His death was due to heart failure. The deceased was born in Lincoln, Ill., in 1861 and removed to Nelson county, N. D., in 1881. In 1889 he entered the employ of the National Elevator Co. as local agent at Lakota. In 1899 he established the R. L. Metcalf Elevator Co.,

which now has a line of elevators in North Dakota. Mr. Metcalf married Miss Ina E. Frank in 1886, who survives him, as do two sons and two daughters. Besides his family he leaves a father and mother and four brothers. The deceased was a member of the Masonic, K. P., A. O. U. W., and Woodman lodges of Lakota and the Elks lodge of Grand Forks, N. D.

Charles Alexander Munn, well known in Chicago as a former Board of Trade man but of late years a resident of Washington, died November 27 at Phoenix, Ariz., of consumption, from which he had been a sufferer for some time. Mr. Munn was born in Ireland about 50 years ago and came to this country when a young man. He came to Chicago as the representative of the New York Board of Trade firm of David Dows & Co. Later he became vice-president of the Union National Bank; and on severing his connection with David Dows & Co., formed with Henry Norton, the firm of Norton & Munn, which operated on the Chicago Board of Trade for several years. About eighteen years ago he married the widow of Joseph Armour, brother of the late P. D. Armour, and shortly afterward retired from business taking up his permanent residence in Washington. The deceased is survived by his wife, three sons and two daughters. He is also survived by one brother, Noel S. Munn, a member of the Chicago Board of Trade. The remains of the late Mr. Munn were brought to Chicago for interment.

FOREIGN NEWS

A sample "smart discharge" of grain was made at Liverpool recently by the Grain Elevating and Automatic Weighing Co.'s machines, under the superintendence of Mr. D. O'Brien, of the Dock Board. Discharge began at 11 o'clock on Monday night, and by 4:30 on Wednesday morning 3,840 tons of wheat had been landed at the average rate of 154 tons (about 3,600 bu.) per hour.

The English correspondent of the Price Current writes: "Much of the English harvest has been in the fields two months while rain was falling almost every day. The grain is badly discolored, so that it is quite unmarketable. Disease has played havoc with the potato crop, a large portion of which was unsecured November 1. The season has been one of the most disastrous ever experienced by the farmers of the United Kingdom."

In St. Joseph's Episcopal Church, Forfar, England, the Rev. Hugh MacLean announced that, after long and anxious consideration, he had resolved to hold no special thanksgiving service this year, as to do so with wasted crops would simply be to follow a custom more honored in the breach than in the observance. Not that we have not a great deal to be thankful for. Our very existence proves that, and if the disastrous harvests of the past two seasons led us to think of wasted opportunities they would not have been in vain.

The Glasgow Corn Trade Association has approached the Clyde Trust with a view to having the outward dues on imported grain in some instances abolished. The Harbor and Traffic Committees are considering the matter. According to the present mode of procedure the shipowners are exempted from paying outward dues on goods in transit, and what the association is after is that their members should derive a similar benefit, and that no outward dues be charged on goods imported, and afterwards exported, from quays or stores, when these belong to the same firm from the time of their arrival till reshipment coastwise or foreign.

The estimated total wheat production for the states of the Australian Commonwealth in as follows:

	1903, bu.	1902, bu.	1900, bu.
Victoria	26,400	2,568,000	17,840,000
N. S. Wales	16,000,000	1,592,000	16,176,000
So. Australia	13,600,000	6,352,000	11,248,000
Others	4,000,000	1,840,000	3,168,000

Total 60,000,000 12,352,000 48,432,000

This is the largest crop on record. New Zealand is not counted, but in 1900 that colony had a surplus of about 20,000,000 bu., of which 16,000,000 bu. reached Europe.

The Bristol and West of England Corn Trade Association said recently that it would not buy Black Sea wheat on the newly-framed Russian conditions, and we have to record that the Association of Berlin Grain and Produce Dealers has also taken up a hostile position to the standard-sample innovation for South Russian c. i. f. transactions, and despatched a circular to every German exchange with a view to the organization of common action. What has especially roused the opposition of European buyers is the circumstance that now the sellers

alone will procure the standard-samples before the departure of the cargoes, whereas, according to methods hitherto current in European ports, samples were drawn from the consignments there in the presence of the seller's representative and the corn sampler, the latter acting for the buyer.

The London grain trade association known as the "Cereals" held its annual dinner on November 18. Here, as everywhere else in England, the prevailing disease, "Fiscalitis," appeared with a parody of "Excelsior." Following are sample "plunks":

And our prosperity had passed;
The Trade Returns were falling fast,
A Statesman quickly broke the ice
With this most marvelous device,

Protection.

His gout was bad, but up on high
Through one small glass shone one bright eye;
And this great name the whole day long
Was heard discussed by every tongue,

Joe Chamberlain.

Deputy Consul-General Hanauer of Frankfort informs the state department that, "In order to check the frauds which were a marked feature of the grain shipments from southern Russia, a special department has been created by the Stock Exchange of Odessa. A committee of the bourse, which is supervised by the Minister of Finance of the Empire, has adopted a set of rules and regulations which in the main follow those of the New York Produce Exchange. They fix the time when sales shall take place at the bourse, give official quotations of prices for sales effected, and establish standards for various kinds of grain, fixing the weight and amount of admixtures thereof. Samples are to be exhibited at the bourse and sellers will be held responsible when deliveries do not equal sample. A special bureau has also been established to collect information on all matters pertaining to grain in different parts of Russia, and an arbitration and supervisory committee, composed of the most reputable merchants of Odessa, has been appointed to inspect grain shipments, decide disputes, adjust claims, etc."

A recent report from St. Petersburg states that the grain harvest was a complete failure in some central provinces and that in numerous districts the peasants have disposed of their cattle, so that the children will be deprived of milk. If the government fails to take steps to relieve the situation many fear a repetition of 1891 in a region now having 16,000,000 people. According to reports, the wheat crop was a failure in forty-one provinces, while the rye crop was almost a total failure in 105 others. Under these conditions the enormous wheat exports from Danubian and Black Sea districts occasion considerable surprise. That sections of the country should have a famine of serious proportions on their hands and exports of wheat from Russia prove record-breaking at the same time, is a rather surprising condition of affairs. An explanation is offered in the fact that during the summer the advance in prices in this country turned European buyers to Russian fields and the wheat contracted for is now being shipped out of the country. As long as the Russian government fails to interfere, dealers accept the highest offers. People in the interior can hardly afford to pay prices that are being offered by English merchants and wheat continues to flow out of the country, though a famine is reported in some districts.

THE GULF OUT-PORTS.

The chief significance of the Southern railroad development, writes I. S. Marcossin in October World's Work, is the movement to make New Orleans and Galveston the export outlets for the grain growing territory of the West. After showing the great increase in grain shipments from the two ports, the article continues:

"Now why the movement of grain to New Orleans and Galveston, which the Harriman, Gould and Moore systems of railroads are doing their utmost to facilitate? The answer, of course, is plain. It is a matter of geography. These ports are within a thousand miles of the great grain territory of Kansas and Missouri. The Rock Island system, which is entering both ports with costly terminals, advertises itself as the outlet of 'the granary world.' The distance between Chicago and New Orleans and between Chicago and New York is nearly equal, but St. Louis is 334 miles nearer to New Orleans than to New York. It is only 800 miles from Kansas City to New Orleans, but 1,300 to New York. Denver is 576 miles and Sioux Falls 181 miles nearer New Orleans than New York. It is not strange that large quantities of grain raised in Kansas and Missouri and Nebraska, and even the Dakotas, go to Galveston and New Orleans. In 1902 the rate of freight for wheat from St. Louis to New Orleans was less than one-half the rate from St. Louis to New York. The building of the Panama Canal promises to expand still further the importance of the gulf ports. New Orleans merchants are not by

CROP REPORTS

Snow, in the Orange Judd Farmer, places the corn crop at 2,346,312,000 bushels. The acreage is estimated at 91,449,000, the yield per acre being 26 bushels.

John M. True, secretary of the Wisconsin state board of agriculture, places the grain acreage of the state for 1903 as follows: Wheat, 288,862; corn, 1,426,279; oats, 2,097,784; barley, 650,940; rye, 300,201; flax, 14,168.

From reports of correspondents in states representing about 83 per cent of the total winter wheat acreage, the Daily Trade Bulletin estimates that there is a decrease of about one-half of one per cent in the total area.

C. A. King & Co., of Toledo, place the 1903 corn crop of the United States at 2,313,000,000 bushels, as compared with 2,523,000,000 last year. The world's crop is placed at 2,900,000,000, as against 2,080,000,000 last year.

J. W. Arrasmith, chief grain inspector of Washington, says that the state's wheat crop is between 18,000,000 and 19,000,000 bushels. The crop is moving in small volume, due to the fact that it is largely held by the millers.

Receipts of wheat at the four principal spring wheat markets—Minneapolis, Duluth, Milwaukee and Chicago—from August 1 to Dec. 1, were 78,889,768 bushels, compared with nearly 96,000,000 bushels in the same period last year.

The Missouri report makes the acreage of wheat sown this fall, 2,645,000, compared with 2,827,000 a year ago. Present condition is 85, against 96 a year ago. Corn yield this season, 204,000,000 bushels, against 264,000,000 bushels last year.

The Orange Judd Farmer makes the crops of the United States for 1903 as follows: Wheat, 704,000,000 bushels; corn, 2,346,000,000 bushels; oats, 823,000,000 bushels; rye, 31,800,000 bushels; barley, 139,000,000 bushels; flaxseed, 26,900,000 bushels.

The following statement, prepared by the secretary of the Northwestern Grain Dealers' Association, shows the disposition of the present season's Manitoba wheat crop to date: Total marketed, 25,654,522; seed for next crop, 7,500,000; country mill supplies, 6,500,000; balance of marketable crop, 10,636,422.

The Ohio state report makes the average wheat condition 73, against 81 last month and 91 a year ago. November report made the area sown 134,000 acres less than last fall. Failure of plant to get good start before winter weather came is responsible. Hessian fly damage slight. Forty-two per cent of 1902 crop was sold from the threshers. The corn yield is 87,000,000 bushels, against 118,000,000 year ago.

The Union Pacific Railroad estimates the Nebraska corn crop at 207,038,616 bushels, as compared with 252,520,173 in 1902. Other crops are: Winter wheat—1903, 32,346,627; 1902, 43,972,000. Spring wheat—1903, 5,786,798; 1902, 8,754,000. Oats—1903, 66,217,284; 1902, 62,161,000. Rye—1903, 5,625,382; 1902, 3,250,000. Barley—1903, 3,148,180; 1902, 2,033,000. Alfalfa—1903, 840,966 tons; timothy, 466,620; wild hay, 2,728,906 tons.

The Kansas crop report confirms previous high estimates made for that state, giving the yield at 94,000,000 bushels. The condition of the growing crop is 90, compared with 95 last year. The area sown is 4 per cent less than last year. The oats yield, 28,025,729 bushels, on an increased area is less than last year by 15 per cent. The corn crop is 169,000,000 bushels, compared with 223,000,000 bushels last year. The government report places the state's corn crop at 179,000,000 bushels.

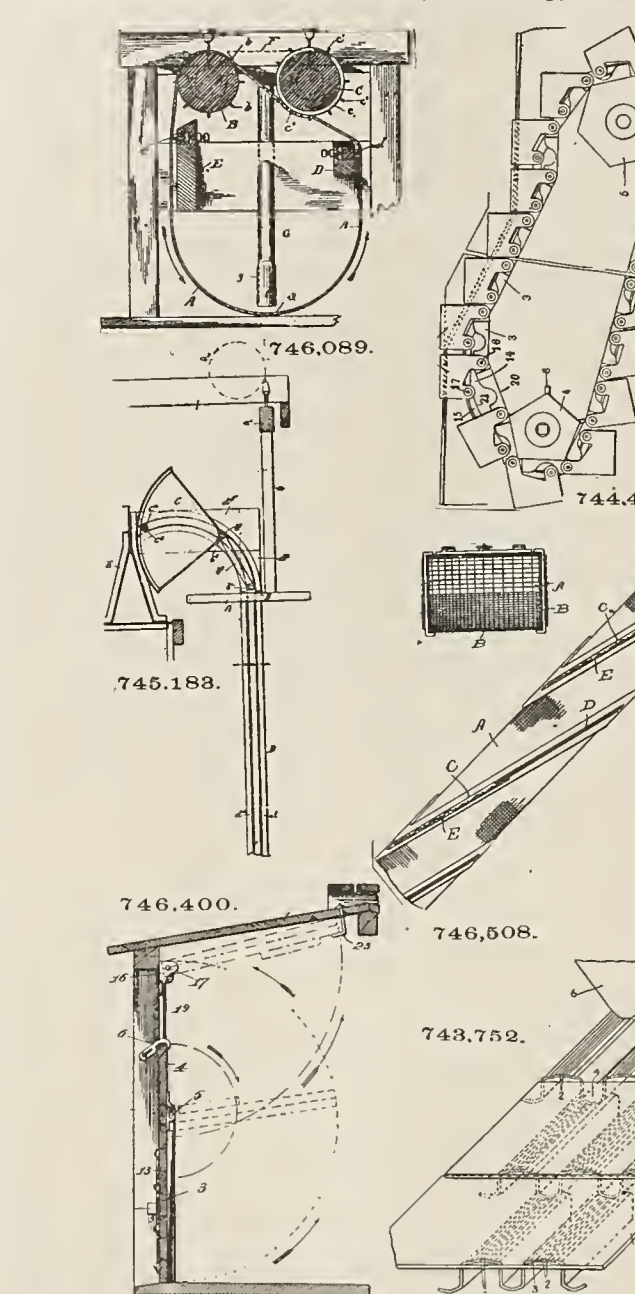
An elevator operator of Nebraska City, Nebr., says: "We cannot see where Nebraska is to have a big corn crop this year, and we cannot understand the emphatic government promise of a good yield and good quality. We figure the eastern one-third of Nebraska will have 60 per cent of the corn crop of last year, the central one-third, about 15 to 20 bushels an acre, or 40 per cent of last year. The west one-third of the state has about 15 bushels to the acre, a better crop this year than usual."

Returns to the chief of the bureau of statistics of the department of agriculture indicate that the newly seeded area of winter wheat is about 32,000,000 acres, a decrease of six per cent from the area estimated to have been sown in the fall of 1902. The condition of winter wheat on December 1 was 86.6, as compared with 99.7 in 1902, 86.7 in 1901, and a nine-year average of 91.7. The newly seeded area of winter rye is provisionally estimated at 98.0 per cent of the area sown in the fall of 1902. The condition of winter rye on December 1 was 92.7, as compared with 98.1 on December 1, 1902;

89.9 on December 1, 1901, and 96.6, the mean of the averages for the last nine years.

The December report of the Illinois weather bureau says that as the husking and garnering of corn proceeds, the quality is found to be very uneven. A considerable quantity is soft and sappy and where the grain has dried out well some complaint is made of a chaffy and light weight condition. Husking is in progress and the crop has been cribbed in many localities. In only a few instances have reports indicated a marketable condition of the grain, and the consensus of opinion seems to be that high-grade corn will not be plentiful. Winter wheat is in average condition except in the southern district where moisture is needed.

In his final report on the crop of 1903, Geo. A. Wells, secretary of the Iowa Grain Dealers' Association, gives the following totals for the state: Wheat—Acreage, 798,062; total crop, 9,868,859 bushels. Oats—Acreage, 3,220,177; total crop, 78,843,494 bushels. Corn—Acreage, 7,489,534, total crop, 260,



215,938 bushels. Rye—Acreage, 44,999; total crop, 869,645 bushels. Barley—Acreage, 547,276; total crop, 13,219,320 bushels. Average yields per acre for the state computing only the acreage that matured crops as shown above are as follows: Wheat, 12.3; oats, 24.4; corn, 34.7; rye, 19.3; barley, 24.1. In connection with this report Mr. Wells says: "In submitting this final crop report I desire to state that I do not personally assume any responsibility as to the accuracy of the estimates, as I have merely computed and formulated the averages of the reports that come to me from the grain dealers throughout the state. The irregular conditions of soil and crop growth have made it very difficult to form estimates. The question of acreage in my opinion is very uncertain and that the statistical figures upon which we base our estimates are too large and do not make sufficient allowance for waste land, lakes, rivers, highways, railroad (right of way), farm yards, etc. I believe that Iowa imported more corn last year than was shipped out of the state; this is simply my personal conclusion from general observation without definite figures."

The Winuipeg Grain Exchange, at the request of the Trunk Line Association, has fixed on the following as the grades of Manitoba grain for export via New York, Baltimore and Philadelphia, for the crop of 1903: No. 1 hard wheat, No. 1 northern, No. 2 northern, No. 3 northern, two commercial grades of wheat to be named later, No. 2 white oats, No. 3 white oats.

LATE PATENTS

Issued on November 10, 1903.

Separator.—Walter G. Read, Davisville, Cal. Filed Mar. 12, 1903. No. 743,752. See cut.

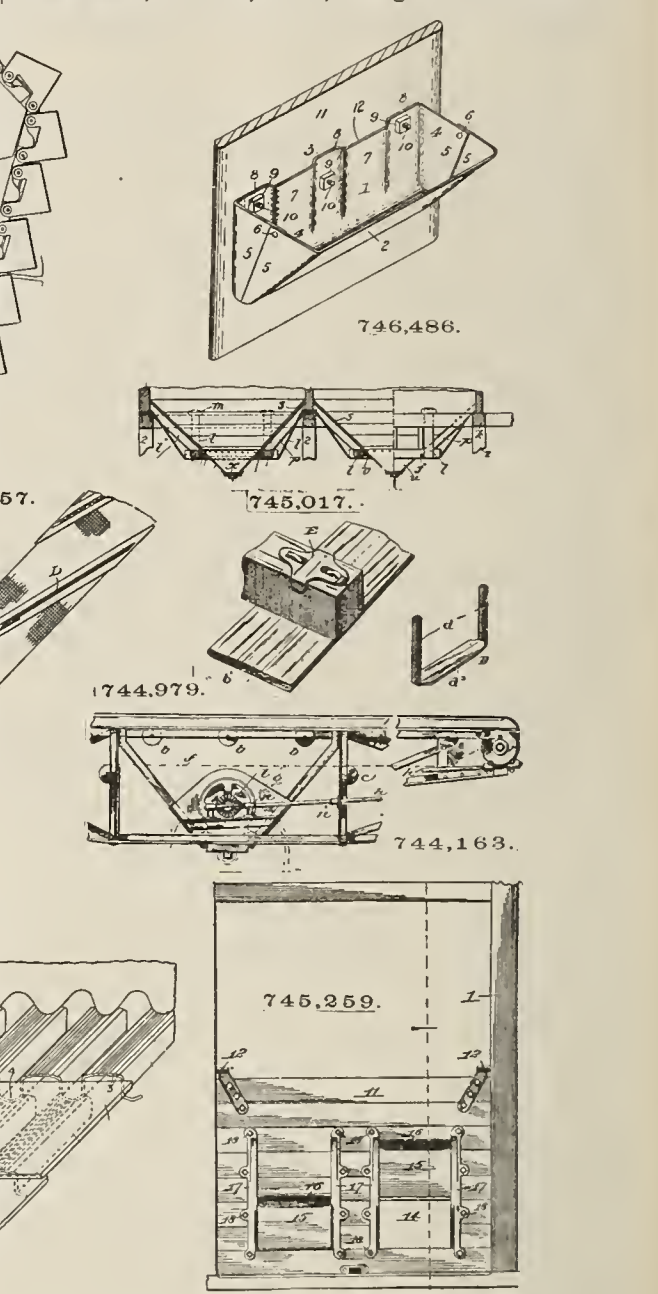
Issued on November 17, 1903.

Portable Conveyor.—John A. Brown, Portland, Ore. Filed Jan. 16, 1902. No. 744,163. See cut.

Traveling Conveyor.—Edwin Baltzley, Washington, D. C. Filed July 3, 1903. No. 744,457. See cut.

Issued on November 24, 1903.

Conveyor Belt and Fastener Therefor.—Andrew Rasmussen, Racine, Wis., assignor of one-half to



H. F. Herrick, Racine, Wis. Filed Mar. 21, 1903. No. 744,979. See cut.

Elevator Bin.—James A. Jamieson, Montreal, Canada. Filed Aug. 28, 1900. No. 745,017. See cut.

Dumping Conveyor.—Francis Head, Philadelphia, Pa. Filed Apr. 14, 1903. No. 745,183. See cut.

Grain Car Door.—Andrew G. Steinbrenner, St. Louis, Mo. Filed May 25, 1903. No. 745,259. See cut.

Issued on December 1, 1903.

Water or Grain Elevator.—Bruce Holcomb and Samuel Austin, Garden City, Kans. Filed July 30, 1903. No. 745,439.

Issued on December 8, 1903.

Separator.—Robert W. Jessup, San Francisco, Cal., assignor to Spiral Belt Separator Company, San Francisco, Cal. Filed Oct. 3, 1901. No. 746,089. See cut.

Grain Car Door.—Andrew G. Steinbrenner, St. Louis, Mo. Filed Sept. 12, 1903. No. 746,400. See cut.

Elevator Bucket.—Samuel E. Flock, Joplin, Mo. Filed June 20, 1903. No. 746,486. See cut.

Device for Cleaning, Scouring and Cooling Grain.—Frank W. Hess, Chicago, Ill. Filed May 11, 1903. No. 746,508. See cut.

A London dealer recently bought \$25,000 worth of dried brewers' grains in one lot at Milwaukee for shipment to Germany.

any means too ambitious in their purpose to establish a produce exchange to deal in grain.

"The development of the gulf ports is not to be deplored, even by New York, although that great metropolis may well vote for the enlargement of the Erie Canal in order to protect her commerce. The rivalry between the ports is the nation's gain. The country is big enough to supply all with ample business. More is to be feared from the competition of Montreal, for Montreal is not of our territory."

HAY AND STRAW

M. J. White & Co., hay and grain dealers at Florence, Colo., have dissolved partnership, Mr. White retiring.

Martin Dawson is building a new hay warehouse at Ann Arbor, Mich. The structure is 30x100 feet in dimensions, two stories in height and contains room for 150 tons of baled hay.

A recent report from Pendleton, Ore., states that baled wheat hay is selling at \$20 per ton; loose wheat hay at from \$12 to \$13, and timothy at \$22, with indications of further advances.

The Bismark Elevator Co. of Bismark, N. D., has built a hay warehouse 38x100 feet in dimensions at Gibson Siding, a station west of Steele, N. D. The company will also build a similar warehouse at Driscoll, N. D.

It is stated a large area of the Eastern Yakima Valley of Washington will be planted to timothy seed next spring. That section of the state is said to be especially adapted to hay raising and good prices are secured for all the hay grown.

Farmers in the vicinity of Galena, Ill., are said to have harvested a good second crop of hay this fall. The heavy late rains caused a good second growth of grass and the farmers took advantage of the unusual conditions by making more hay.

About 75 per cent of the hay, grain and feed dealers of Allegheny County, Pa., have enrolled for membership in the new Allegheny County Retail Grain, Hay and Feed Dealers' Association. An election of officers for the permanent organization was held on the second Thursday of December.

T. D. Randall & Co.'s circular, Chicago, of last date, says: No change in the straw market; advices light, receipts fair. We think it a good idea to rush your shipments to and including the middle of the month. Owing to the holiday season the hay market may rule a little quiet the last of the year.

St. Louis hay receivers held a meeting recently for the purpose of effecting an organization, the object of which is to protect them from and correct certain evils that exist in the trade. D. W. Clifton was appointed temporary chairman and H. D. Wetzell, secretary. Lee Elliot, W. J. Roe, H. W. Mack, John J. Schutte and John Mullally were appointed as a committee to draft by-laws.

The hay dealers of Minneapolis and St. Paul held a meeting in the Minneapolis Chamber of Commerce on November 28 and formed the Twin City Hay Dealers' Association. Over thirty dealers were present and a committee was appointed to draft a constitution and by-laws. The officers of the new association are: C. G. Thayer, president; Harry Elliott, vice-president; D. C. Hodgen, treasurer, and Hugo Schlenk, secretary.

The St. Paul hay market, which has been without a home for the past two years, now has a definite location. A tract of ground has been purchased on Jackson street in that city and will be improved. It has already been graded and will be paved with brick in the spring. An iron hay shed also will be erected. The city of St. Paul has appropriated \$15,000 for the purpose of making the necessary improvements.

H. H. Freeman & Co.'s market letter dated Chicago, Dec. 10, says: Timothy—Market is quiet and easy. Demand on No. 1 and choice grades is steady. The bulk of hay, however, is of lower grade and is not moving to as good advantage as we would have it. Receipts are liberal and will continue so as farmers are beginning to have more time to spare and are turning their attention to the disposing of their surplus hay. Prices prevailing are high, when the amount of hay to market is considered and fully as good as will rule for some time. The only high market we anticipate this spring is during seeding time and invariably at that time but few are in position to ship. Prairie—Moderate receipts and offerings prevail. A fair demand exists for the choice grades; common lots are dull and hard to dispose of. Choice Kansas is scarce and wanted. The Southwest is not shipping freely owing to scarcity of cars. Should they become plentiful, arrivals would materially increase. This would mean an easier market. To those holding large quantities of hay we say, ship while market is fair for high

markets cannot be hoped for and should hay come forward in a rush later, a lower price would probably be accepted. Straw—Market steady but quiet. Moderate offerings prevail and prices rule unchanged. So far on this crop the arrivals have been light. There is considerable straw; more than was anticipated. We consider present prices good and advantage should be taken of present conditions.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending November 21 quotations at the close ranged as follows: Choice Timothy, \$12.00@12.50; No. 1 Timothy, \$10.50@11.50; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$8.00@9.00; choice prairie, \$10.50@11.00; No. 1 prairie, \$9.00@10.00; No. 2 prairie, \$8.00@8.50; No. 3 prairie, \$6.00@7.00; No. 4 prairie, \$5.00@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$7.50@12.50 for poor to choice Timothy, \$7.50 for clover hay, \$5.00@8.00 for state, and \$6.50@11.00 for Iowa, Nebraska and Kansas prairie hay. Rye straw sold at \$8.00@9.00, wheat straw at \$6.00 and oat straw at \$6.50. The receipts for the week were 4,407 tons, against 5,301 tons for the previous week, shipments for the week were 285 tons, against 331 tons for the previous week. All consignments sold readily.

During the week ending November 28 quotations at the close ranged as follows: Choice Timothy, \$12.00@12.50; No. 1 Timothy, \$10.50@11.50; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$8.00@9.00; choice prairie, \$10.50@11.00; No. 1 prairie, \$9.00@10.00; No. 2 prairie, \$8.00@8.50; No. 3 prairie, \$6.00@7.00; No. 4 prairie, \$5.00@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$7.00@12.50 for poor to choice Timothy, \$6.00 for state, and \$8.00@10.50 for Iowa, Nebraska and Kansas prairie hay. Rye straw sold at \$8.50@9.25, and oat straw at \$6.75. The receipts for the week were 3,424 tons, against 4,407 tons for the previous week. Shipments for the week were 151 tons, against 285 tons for the previous week. The demand for Timothy hay was brisk and the market active. Prairie hay was in liberal supply and the demand light.

During the week ending December 5 quotations at the close ranged as follows: Choice Timothy, \$12.50@13.00; No. 1 Timothy, \$11.50@12.00; No. 2 Timothy, \$9.50@10.50; No. 3 Timothy, \$8.00@9.00; choice prairie, \$10.50@11.00; No. 1 prairie, \$9.00@10.00; No. 2 prairie, \$8.00@8.50; No. 3 prairie, \$6.00@7.00; No. 4 prairie, \$5.00@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$8.00@13.25 for poor to choice Timothy, \$6.00@8.00 for state, and \$8.00@11.00 for Iowa, Nebraska and Kansas prairie hay. Rye straw sold at \$8.50@9.50, and oat straw at \$7.00. The receipts for the week were 4,563 tons, against 3,424 tons for the previous week. Shipments for the week were 231 tons, against 151 tons for the previous week. The offerings of Timothy hay were quite small during the week, a good demand existed and all consignments sold readily. Prairie hay was steady during the early part of the week with prices advancing 50 cents per ton at the close.

During the week ending December 12 quotations at the close ranged as follows: Choice Timothy, \$12.00@12.50; No. 1 Timothy, \$11.00@11.50; No. 2 Timothy, \$9.50@10.50; No. 3 Timothy, \$8.00@9.00; choice prairie, \$10.50@11.00; No. 1 prairie, \$9.00@10.00; No. 2 prairie, \$8.00@8.50; No. 3 prairie, \$6.00@7.00; No. 4 prairie, \$5.00@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$8.00@13.50 for poor to choice Timothy, \$7.00@7.50 for clover hay, and \$8.75@11.25 for Iowa, Nebraska and Kansas hay. Rye straw sold at \$8.50@9.50, and oat straw at \$7.00. The receipts for the week were 4,669 tons, against 4,563 tons for the previous week. Shipments for the week were 140 tons, against 231 tons for the previous week. The market for both Timothy and prairie hay ruled quiet and rather dull, shipping inquiry was very small and a weak feeling prevailed.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

C. F. Early, Sturgis, S. D.
R. F. Cummings, Clifton, Ill.
C. E. Oliver, Northwood, N. D.
Fred Mears, Minneapolis, Minn.
Henry Ressler, Huntington, Ind.
Milton Keister, Williamsport, Ind.
C. C. Reed of Davis & Soper, London, England.
A. H. Munson of Munson Bros. Co., Utica, N. Y.

MAKING UP THE CROP REPORT.

The general crop reports which go out from the statistician's office on the 10th of each month have since July 1 last been much more elaborately compiled than their predecessors were a dozen years ago. In the old days, the collation of these statistics was so very lame in places as to justify the harshest criticisms passed upon the results. Congress then discovered that more money was needed; but though it has lately raised the statistical office in the Department of Agriculture to the dignity of a bureau and increased its appropriation \$15,000, this has not enabled the adoption of ideal methods yet, and the improvement of the service is to be credited rather to the energy of the internal administration than to any direct encouragement from outside, says the Washington correspondent of the New York Evening Post.

The system under which the crop conditions are gathered for the monthly reports has extensive ramifications. At the bottom of everything stands a group of unpaid correspondents who report directly to Washington. There are about 2,000 agricultural counties in the United States, each of which contains one correspondent, and an average of three sub-correspondents. Here are 8,000 men, mostly farmers, who make the county the geographical unit in reporting, and who report monthly. Another set of monthly reports come from 40,000 correspondents of the same class, who make their respective precincts or magisterial districts the unit. Once or twice a year the department applies to a list of about 100,000 farmers scattered everywhere, for reports on their own farms exclusively. No one of these correspondents is on any two lists, so that they all exercise a check upon each other.

The next stratum of newsgatherers consists of the correspondents, three in each county, who report to the state statistical agents. The correspondents are mostly farmers, who work without cash compensation, but to whom the department makes a liberal allowance of seed every year, and sends such government publications as they specially desire. The statistical agents, of whom it is the plan to have one for each state, are paid from \$300 to \$900 a year for about a week's work in every month. They are not tied down to the tabulation of the material furnished by their county correspondents, but have the largest possible latitude in the exercise of their individual judgments.

These agents are men of character and standing. The latest appointee was for North Carolina, and Secretary Wilson chose a man who had not been recommended by either senator or by any of the party leaders, but about whom he knew very well himself—the professor of agriculture in the State Agricultural College. In some parts of the south the present state statistical agents were appointed by prior administrations, including ex-Gov. Northern of Georgia and Gen. Lane of Alabama. The aim is to exclude political considerations in choosing men for these places.

The next higher stage is that occupied by the special field agents—the traveling force, who receive \$7 a day while in actual service, and their necessary expenses. The first of these agents was appointed four years ago. There are now six, who are out all the time, and two or three other experts who are called upon when needed. The creation of their office was due to the sad discrepancies which appeared for a while between the department's reports and the harvests that followed. Their jurisdictions are fixed geographically, and modified only when their number is increased and it is necessary to take away a part of the states hitherto assigned to one agent and group them with others to make up a district for a new agent.

The duties of the field agents, broadly speaking, consist in moving about within their own districts during the growing season, and gathering information from any source accessible to them. They consult not only farmers and planters, but dealers in farm implements and machinery, merchants, bankers, etc. The idea is to give them the largest possible scope, so that they can form their judgments on the comments of men on both sides of the crop question, those who would profit most by low prices for farm products, as well as those who would like to see quotations sail skyward.

The traveling experts have proved a great success. The department would like to get more of them, and has been urged to do so by the investigating committee of the National Board of Trade, but, of course, unless thoroughly competent men can be found for the places, there is no use of employing any; and the competent men who are willing to work for the pay the department is prepared to give them are not very many. The recent increase of \$15,000 does not go far of itself in helping to swell the number of eligibles.

There is no personal clashing between the state statistical agents and the special field agents; because, although their jurisdictions lap, they are wholly independent of each other, and do not consult. The department, moreover, discourages any such intimacy between them as would cause one

class to reveal the nature of their reports to the other. This is its general policy with respect to all its correspondents and agents in the statistical field. It wishes each man's mind to be unbiased by what another man may have written, and it also wishes to use one as a check upon the other all along the line. Indeed, it would be practically impossible for any two to clash wittingly, because nobody in the whole force decides what he is going to write till the last moment before his material has to be dispatched to Washington.

When the time comes each month for getting in the returns—the cotton report being due on the 3d and the general crop report on the 10th—the correspondents and agents fail to simultaneously, and for a day or so the statistical bureau is flooded. Those statistical agents who are stationed more than 500 miles from Washington use the telegraph with a cipher; all the force who are nearer use the mail. Only enough time is allowed for getting the news to Washington to admit of tabulating and analyzing the figures here.

Mr. Hyde, the chief of Bureau, distributes the correspondence between his force of clerks on geographical lines, not as classified by crops. If the latter course were pursued, there would be danger that one clerk, or group of clerks, might obtain advance possession of the digested figures as to a certain crop, and make use of it for speculative purposes. Even if this were not actually done, the fact that the conditions existed would cause popular suspicion of the department's good faith.

The grand totals on wheat, corn, oats, and cotton, Mr. Hyde collates exclusively himself, and usually the official results are reached at an hour and moment which renders it extremely difficult even to get out the mimeograph sheets which fly to the telegraph companies and the press, let alone doing anything else with them for the promotion of special interests.

To-day, at 4 p. m., the general crop report for the month was issued. Yesterday, at 5 p. m., not even Mr. Hyde himself could have told what it would be when all the parts should be put together. Yet at that hour he was reading a trade circular which told of a "tip" current on the Chicago Board of Trade at least two days before, and the department's figures on corn would show a decrease of 4,000,000 acres as compared with last year. The New York Cotton Exchange has had similar "tips" for the last two months on its special product. Mr. Hyde has learned to take these things very philosophically.

"Hardly a month goes by without an experience of that sort in some quarter," he said. "It may go all wrong nine times in succession, and every one forgets it; but let some fellow make a good guess the tenth time, and the whole community shouts: 'A leak in the department!'"

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

A PERFECT GRAIN DOOR.

I have a model of a perfect grain door; something entirely new and substantial. I want some one with capital to secure patent rights, or will dispose of the idea cheap and let some one else make the money. This is a good thing and will bear closest investigation. Address

E. S. I., Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATORS WANTED

SELL.

If you wish to sell your elevator and grain business write

C. A. BURKS, Decatur, Ill.

ELEVATORS WANTED.

In exchange for good farm lands in North Dakota; Minnesota, North Dakota and South Dakota preferred. For particulars write

D. E. C., Box 463, Duluth, Minn.

MILLS AND ELEVATORS WANTED.

Mills and elevators wanted in exchange for farms and ranches. If you want to sell or exchange, list with me. Give full description in first letter.

J. M. DAVIS, Room 508, Commerce Bldg., Kansas City, Mo.

MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

HELP WANTED

WANTED

A man to oil and take care of machinery in a half-million capacity elevator in the East. Should have some knowledge of millwrighting. Address

EAST, Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

SITUATIONS WANTED

POSITION WANTED

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An experienced grain buyer is open for an engagement. At present employed and during the past year have bought 400,000 bushels of corn and oats. Any firm that desires a reliable man and is willing to pay a salary commensurate with the work done should address

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Wanted—Feed barley and new No. 2 and No. 3 rye.

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Delivered; on corn, hay, oats, bran, meal, chops, feed, all kinds. Best market south. Send sample. Wire; write

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[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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KANSAS ELEVATORS.

Elevators for sale in Kansas. Address

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If you wish to buy an elevator at a good Grain Point in Central Illinois write

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One 12x15 center crank engine.
Both the above as good as new; will sell cheap.
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175 H. P. 16x42 Allis Corliss.
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2400 feet of second hand 5 ply 17½-inch wide rubber belt.

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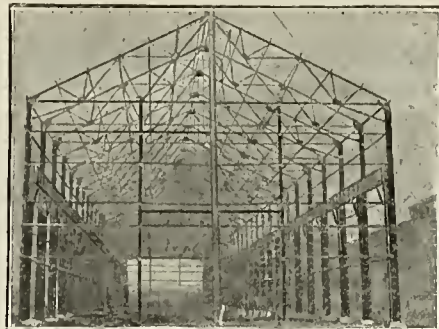
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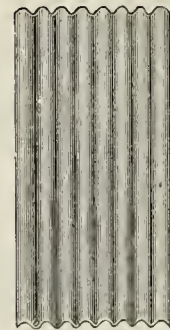
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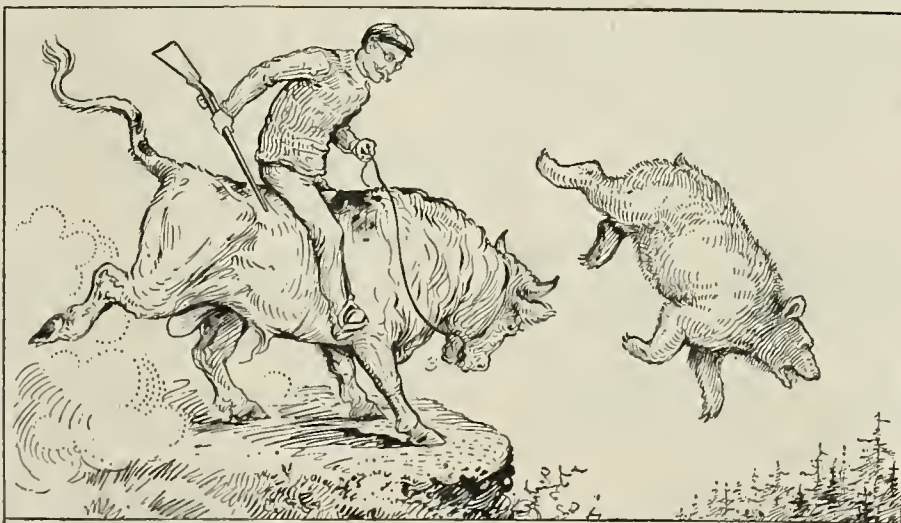
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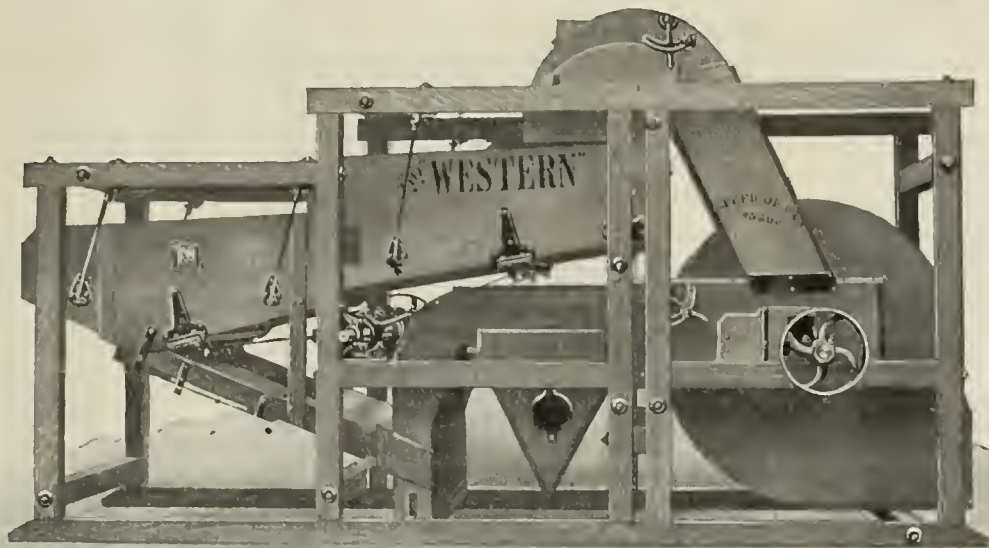
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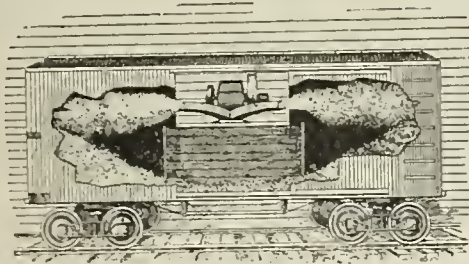
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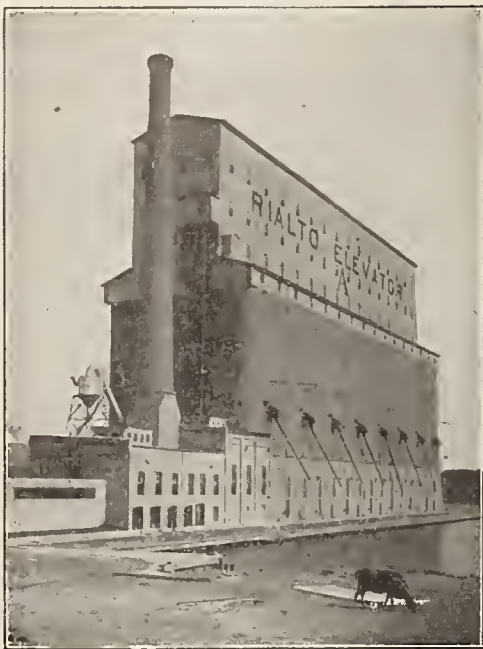
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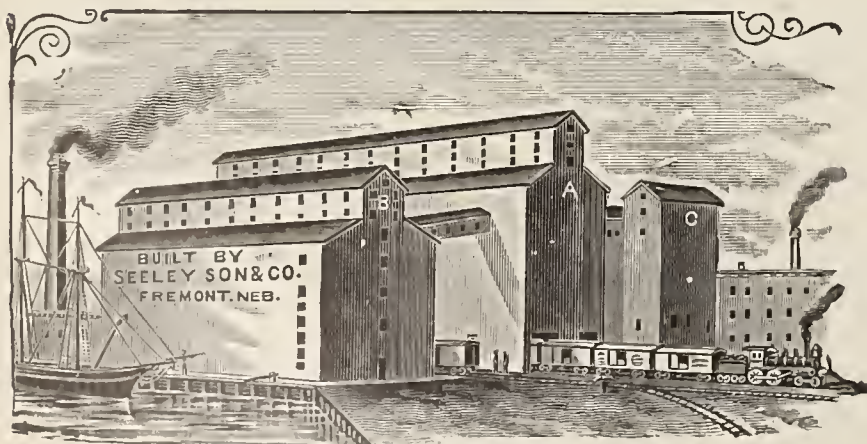
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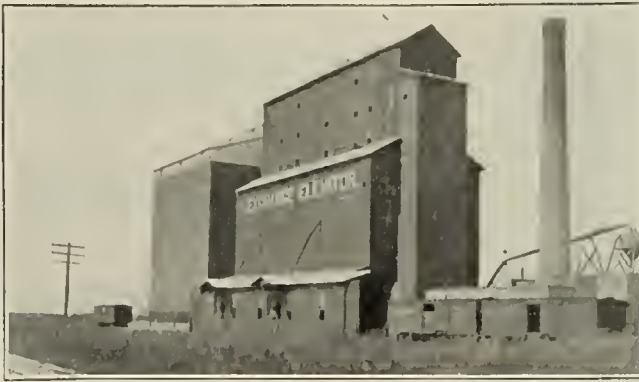
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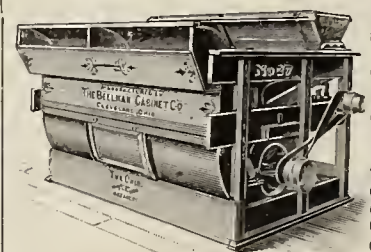
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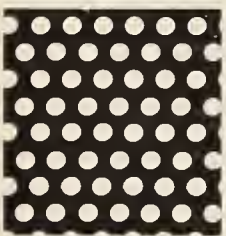
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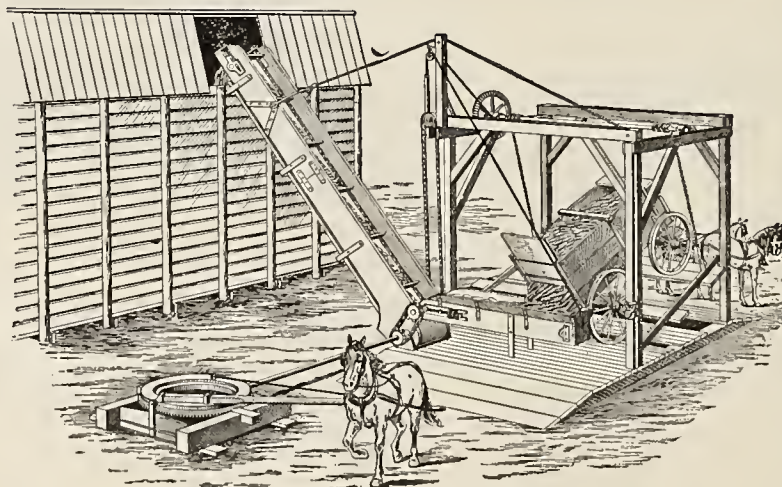
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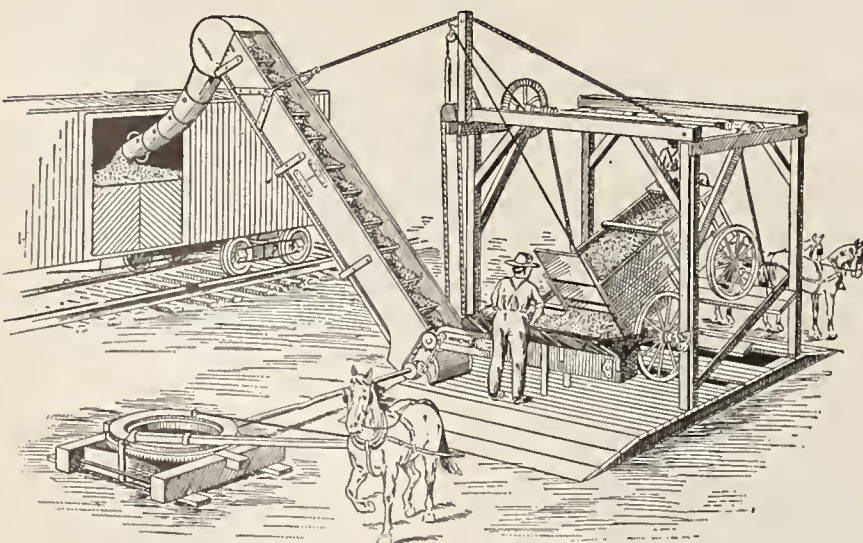
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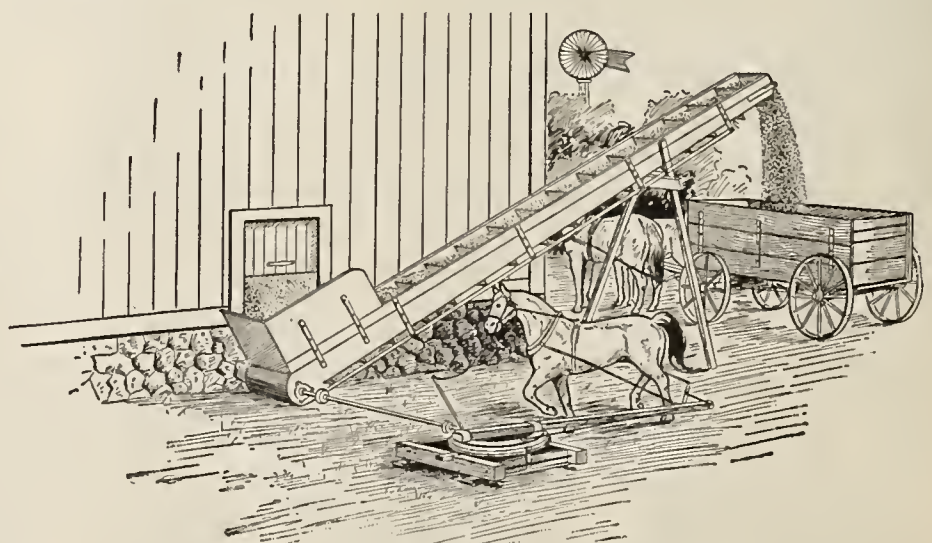
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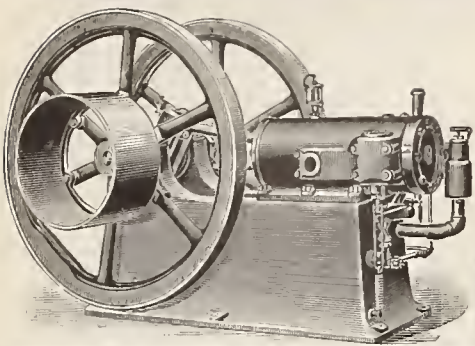
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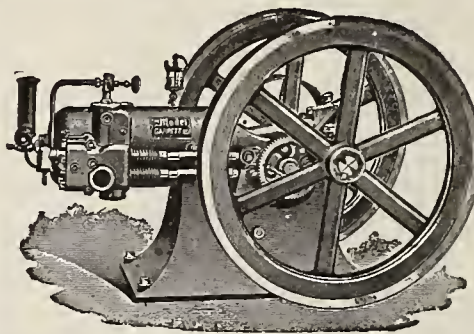
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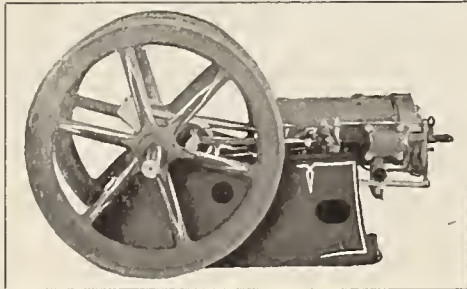
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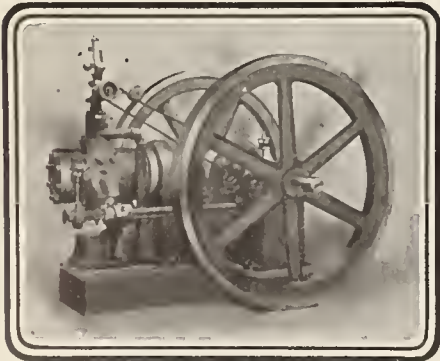
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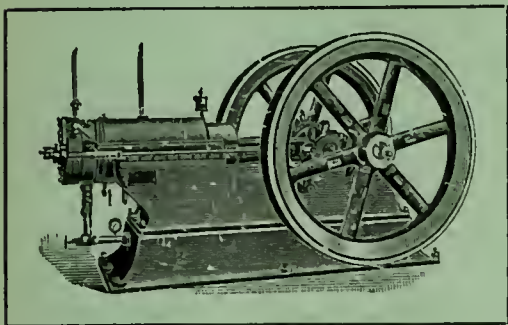
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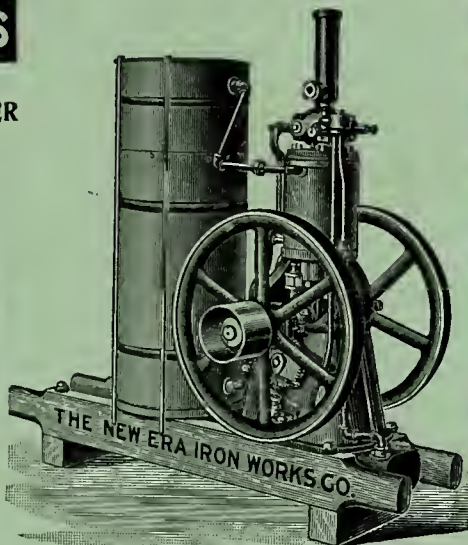
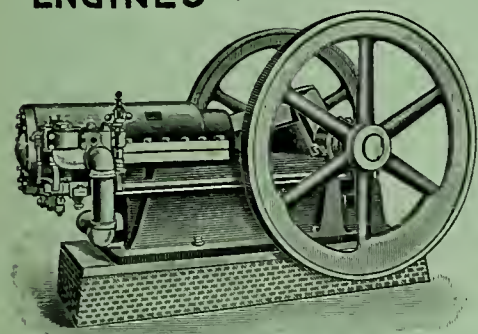
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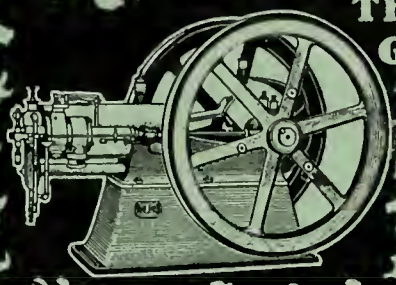
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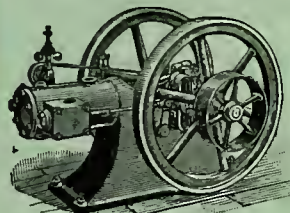
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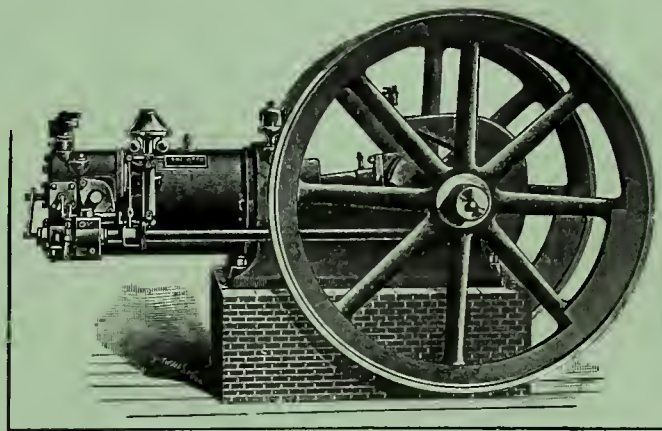
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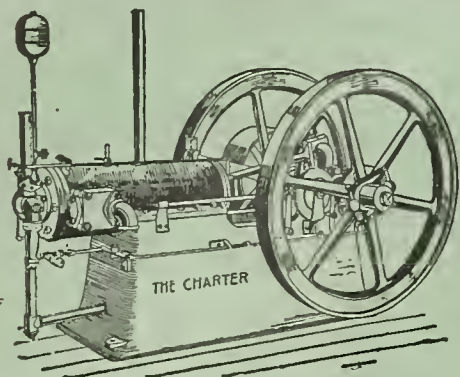
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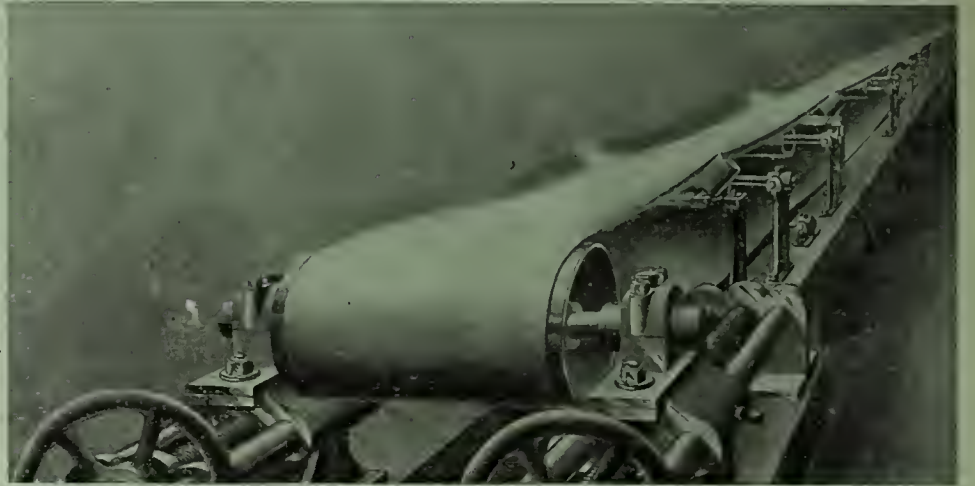
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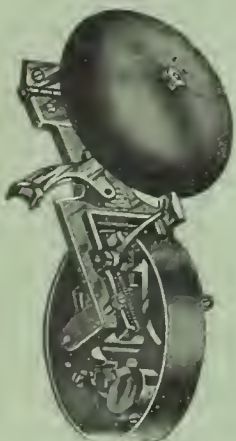
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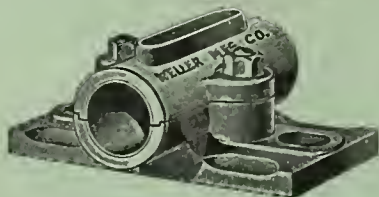
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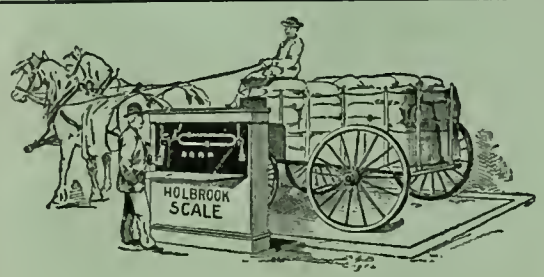
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